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A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

PUBLISHED BY
Mitchell Bros. Company.
(INCORPORATED.)

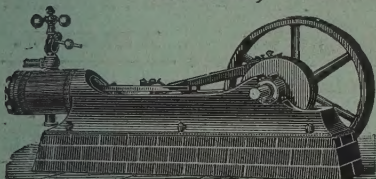
Vol. IV.

CHICAGO, ILLINOIS, JUNE 15, 1886.

No. 12.

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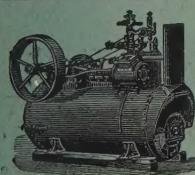
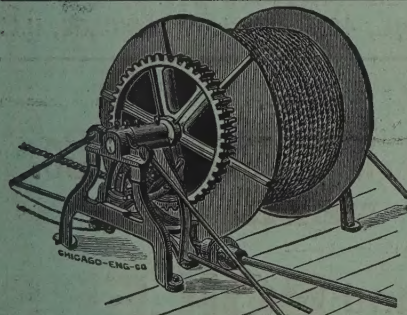
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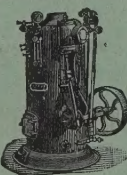
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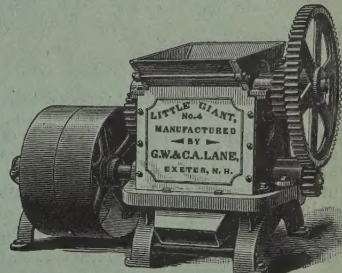
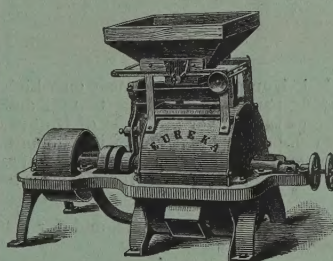
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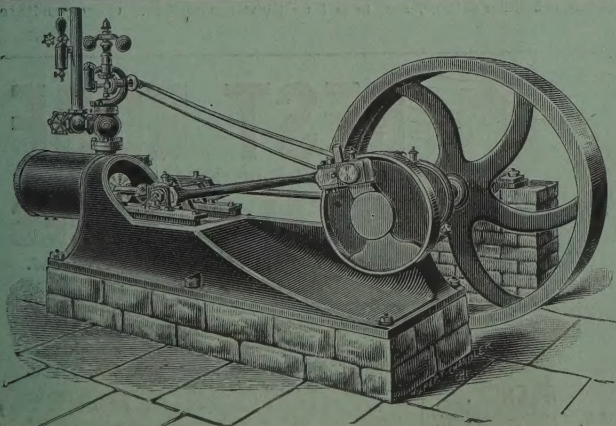
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READ THE FOLLOWING:

OFFICE OF G. B. SHAW & Co.,
CHERRYVALE, KAN., March 9, 1885.
DEAR SIR:—In answer to your recent favor will say, that with the three elevators we are now operating, built in accordance with plans furnished by you, we are well pleased, and would have no hesitation in recommending you as a skilled and economical designer of Elevators. With the machines and machinery bought of Barnard & Leas Mfg. Co. we are also well pleased, as it is all first-class and satisfactory in every way.

Very truly yours, G. B. SHAW & Co.
A. C. SHERMAN, Grain Dealer,
ROSSVILLE, KAN., March 5, 1885.

DEAR SIR:—I desire to say, that by following plans in building my Elevator at St. Marys, Kan., furnished me by you, and placing my order for machinery with Barnard & Leas Mfg. Co., of Moline, Ill., for Wheat Cleaner, Corn Sheller, and Cleaner and Elevator Goods entire, I now have one of the best Elevators in the state. Everything works splendidly and to my entire satisfaction.

Respectfully, A. C. SHERMAN.

OFFICE OF TUDOR, ELLIOTT & Co., Grain and Chop-fed Feed, HOLTON, KAN., March 21, 1885.
DEAR SIR:—We like the plan of our Elevator very much, and do not think that for a building of the size of ours the plans could be improved upon. Everything is simple and handy, and very easily run. The machinery works fine, and has ever since we started, and the Sheller is the best we have ever seen. The Corn and Wheat Cleaners could not do any better work than they do. We are fully satisfied and pleased with everything, and

should we conclude to erect another Elevator at some other point, will consult you for a plan.
Yours very truly, TUDOR, ELLIOTT & Co.

B. F. BLAKER & Co., Lumber, Building Material, Grain and Flax Seed,
PLEASANTON, KAN., March 5, 1885.

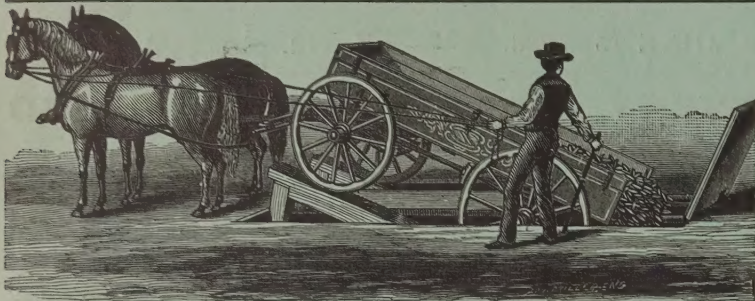
DEAR SIR:—The Elevators you designed for us at Fontana, Kan., and Sprague, Mo., are giving entire satisfaction, and the machinery all does its work well. We consider your plan very convenient, substantial and economical.

Yours very truly, B. F. BLAKER & Co.

BRINSON, HILL & Co., Grain Commission Merchants, OTTAWA, KAN., April 2, 1885.

DEAR SIR:—Replying to your favor of recent date, we take pleasure in saying, our new elevator built here last season, on your plans and specifications, gives us highest possible satisfaction; and the machinery furnished by Barnard & Leas Mfg. Co. is first-class in every respect, and works to our entire satisfaction. We have, up to this date handled about 150,000 bushels of ear corn, and a large amount of other grain through our elevator, and with your complete outfit of machinery, etc., and have not been to a nickel's expense or had one minute's delay from any cause whatever, all of which we credit to your well-arranged plans, and good class of machinery furnished by your house.

We can fully recommend and indorse your architecture and machinery, and you have liberty to refer to us, any time, any one contemplating building an elevator.
Very truly yours,
BRINSON, HILL & Co.



The above cut is a fair representation of the Rail Dump in common use, on which we are collecting a royalty for past use, and licensing parties to continue to use, and also put in new Dumps. Our patents on Rail Dumps fully cover this class of Dumps. Any one using Rail Dumps can readily decide by comparing his Dump with this cut, whether he infringes or not. We also control patents that cover Platform Dumps. Our prices are reasonable in settlements for past infringements, and for licenses to continue to use the Dumps.

Applications for Licenses for using said patented improvements, and for settlements for past infringements should be addressed to

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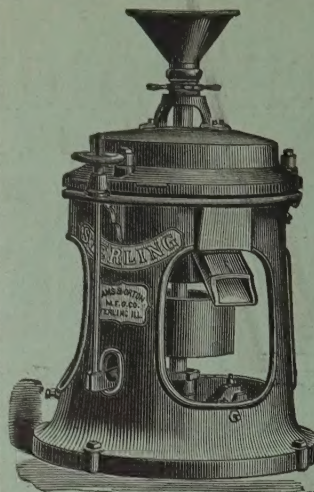
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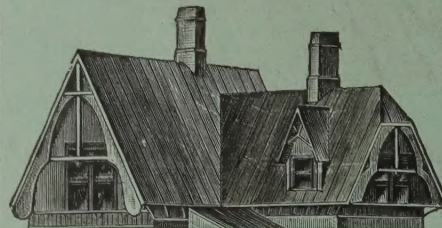
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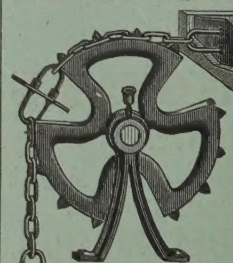
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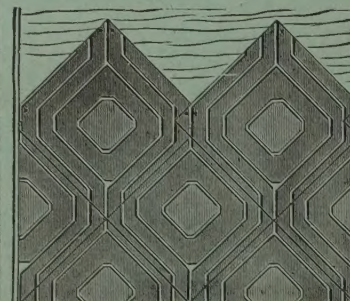
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THE ARMOURDALE ELEVATOR.

The past two years have been marked by a remarkable revival of elevator building throughout the West and Northwest, especially at the great terminal points where storage and transfer facilities must be provided. Duluth is a case in point; and the rapid growth of Kansas City is constantly making an increase of all kinds of commercial facilities necessary in that pushing, Western metropolis.

Armourdale is virtually a part of Kansas City and a number of special interests are grouped there. One of the well-known establishments of the place, though built only about a year ago, is the Armourdale Elevator. It has a capacity of 150,000 bushels, and is owned by J. P. Campbell & Co., a firm well known and respected in the Western grain trade. The elevator is emphatically a modern house in all its appointments, containing all the needed appliances for the rapid handling of grain. Our illustration gives a very fair idea of the exterior appearances of the building.

In looking over old records of shipping recently the oldest merchant vessel afloat was found to be the bark True Love, of London, 299 tons register. This vessel was

built in 1764, making her now 122 years old. She is owned by John S. Ward, of London, a large owner of vessel property. The True Love is yet in active service.

It is estimated that about 400,000 bushels of flaxseed will be raised in Hutchinson county, Dak., this season. The wheat acreage in this county is larger than ever before.

THE THREE GREAT CHICAGO BROKERS.

The personnel of the clique of Chicago brokers which is just now attracting the attention of the country by its

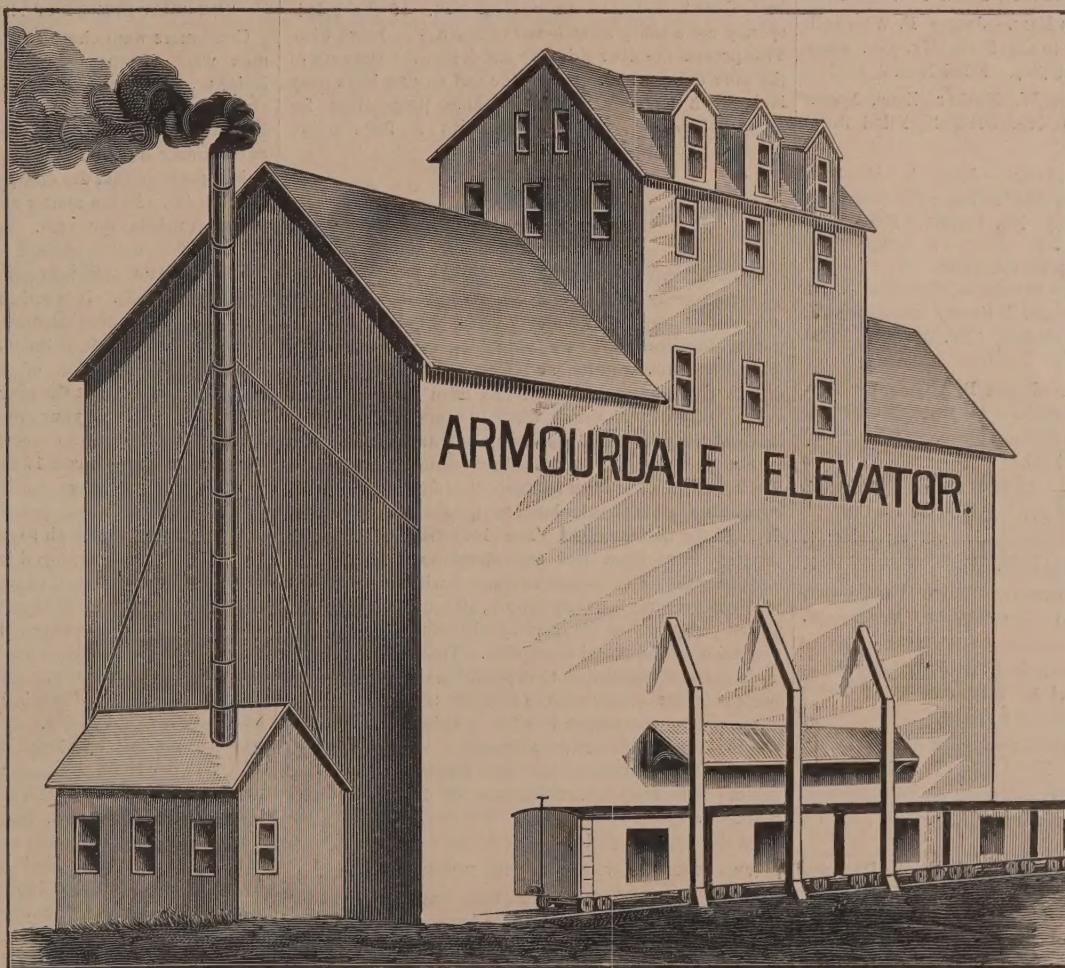
with indifferent results in the live hog market. His experience prior to that had not especially fitted him for success there. He had been a retail dry goods man in Indiana, I think. The firm of N. B. Ream & Co. got a large share of Armour's business during his famous pork

deal—the biggest pork corner he ever ran. The commission paid him that year made him rich. He became a millionaire probably in the year that McGeoch failed. He took the short side of the market and stuck to it persistently. That was the year of the operations of the "big four"—Ream, Cudahy, Singer and Jones. Ream followed Armour into Wall street, was a member of that celebrated excursion party that started up the St. Paul Road after Armour's election. Since then the relations between the millionaire packer and his whilom broker have been very close indeed.

Mr. John Cudahy is one of that remarkable family of Milwaukee men which is now identified with the biggest packing establishment in the world. Michael Cudahy is Armour's partner, and the practical head of the vast works of the concern. Will Cudahy is the partner of John Plankinton, at Milwaukee, and the practical head there.

John Cudahy has a large house of his own. It is said that when he was

superintendent at Milwaukee of the Plankinton House his brother Michael guaranteed him \$10,000 a year to come to Chicago. He was for a time a partner of Chapin, a brother-in-law of Mr. Armour; but Chapin was an unsuccessful while Cudahy was a most successful speculator. Inside twenty months the former was bankrupt while the latter was very rich.



THE ARMOURDALE ELEVATOR.

operations in railroad stocks and wheat comprises several interesting characters. All of them, strange to say, were poor men six years ago, and all have become rich within that time. Norman B. Ream, who is the leader, is said to have borrowed \$3,000 at the Stock Yards in 1879 with which to come down on 'Change and start a commission house. He had been at the Yards some years, scalping

He has been a determined bear on everything since the collapse of Peter McGeoch. In the year the Scotchman's lard corner failed Cudahy's profits are said to have reached \$1,000,000. He has been admittedly the largest winner in the past two years on the down grade of wheat. He is now estimated to be worth more money than any active speculator, aside from Armour, in the grain market.

N. S. Jones, when Handy was running his wheat corner, was working for William Young & Co. on a salary. He had, however, the privilege of doing some trading for himself through the house. Bill Young thought a great deal of him. When he left the house in 1881 he took out \$100,000 which he had made in scalping operations. He at once began on such huge operations that he was regarded with some anxiety by a good many people; but the "busted" lard corner of 1882 found him a member of the "big four" and a very rich man. Jones is a peculiar man, free from the airs which money-getting so often brings. He is a "plunger"—more of a, plunger even than the two others who are with him and who probably have twice as much money as he.



Issued on May 18, 1886.

GRAIN DOOR ATTACHMENT FOR RAILROAD CARS.—Thomas Hoadley, Duncan, Ill. (No model.) No. 341,910. Filed Dec. 9, 1885.

CRUSHING AND GRINDING MILL.—James F. Winchell, Springfield, Ohio, assignor to the Foss Mfg. Co., same place. (No model.) No. 342,158. Filed Feb. 27, 1886.

CRUSHING AND GRINDING MILL.—James F. Winchell, Springfield, Ohio, assignor to the Foss Mfg. Co., same place. (No model.) No. 342,311. Filed Nov. 9, 1885.

WHEAT GRANARY.—John W. Marker, Zane, Logan county, Ohio. (No model.) No. 321,026. Filed June 15, 1885.

GRAIN WEIGHING APPARATUS.—John A. Mitchell, Wapella, Ill., assignor of one-half to Isaac S. Swearingen, same place. (No model.) No. 342,261. Filed Jan. 29, 1886.

Issued on May 25, 1886.

CHAIN GEARING.—Charles Bernhardt, Chicago, Ill., assignor of two-thirds to Michael J. Kenny and George J. Adam, of Chicago. (No model.) No. 342,567. Filed Jan. 20, 1886.

ROLLER GRINDING MILL.—James B. Allfree, Cumberlandland, Md., assignor of one-half to Robt. Shlrer and Harrison Swartzwelder, of same place. (No model.) No. 342,671. Filed Jan. 5, 1886.

HAY AND COTTON PRESS.—Minor S. Colman, Cotopaxi, Col. (No model.) No. 342,427. Filed Oct. 10, 1885.

GRAIN WEIGHER AND REGISTER.—Jacob Hawk, Canton, O. (No model.) No. 342,600. Filed Feb. 5, 1886.

AUTOMATIC GRAIN WEIGHER.—William Vanderveer, Bushnell, Ill. (No model.) No. 342,402. Filed Sept. 28, 1885.

AUTOMATIC GRAIN WEIGHER.—Chas. J. Wiborg, Osco, Ill. (No model.) No. 342,411. Filed Jan. 26, 1886.

Issued on June 1, 1886.

ELEVATOR BOOT.—Charles Esplin, Minneapolis, Minn. (No model.) No. 342,955. Filed Aug. 22, 1885.

AUTOMATIC GRAIN METER.—Elwood N. Williamson, Lodge, Ill. (No model.) No. 342,854. Filed Jan. 18, 1886.

AUTOMATIC GRAIN WEIGHER.—Elwood Dickson, Kewanee, Ill. (Model.) No. 342,903. Filed Feb. 18, 1886.

Issued on June 8, 1886.

GRAIN SCOURER.—Charles B. Slater, Blanchester, Ohio. (No model.) No. 343,402. Filed Jan. 28, 1886.

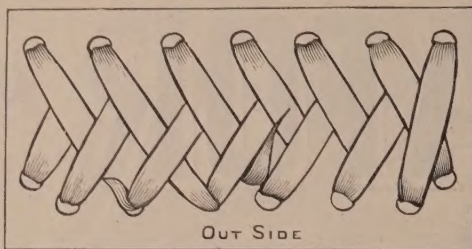
GRAIN SEPARATOR.—Christain Kaspar, Cleveland, Ohio. (No model.) No. 343,324. Filed Feb. 6, 1886.

GRAIN SCOURER AND ELEVATOR FEEDER.—Benjamin D. Crocker, Walla Walla, Wash. Ter. (No model.) No. 343,364. Filed July 27, 1885.

HULLING MILL.—James F. Winchell, Springfield, Ohio, assignor to the Foss Manufacturing Co., same place. (No model.) No. 343,514. Filed Jan. 25, 1886.

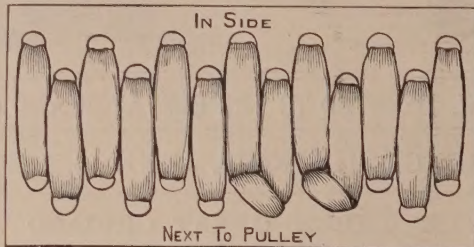
A BELT LACING.

Cut the string for lacing 5-16 to $\frac{3}{8}$ inches wide, out of good, strong leather, rather thin. Cut your belt square.



Punch holes about 5-16 from end, and about the same distance apart; seven holes at the end and six holes back, and between the other, taking care that the holes are about 5-16 inches apart. Then punch the other end, six holes at the end and seven back and between, using as small a punch as will let the string through tightly.

Commence to lace at the middle of the belt, going



each way in the odd holes, then back in the even holes to center of belt, putting one string in each hole and no more. Hammer down, and you have a smooth-running belt almost equal to an endless belt. If the belt is spongy use a sharp scratch-awl to make the holes with. This presses the fiber sidewise and leaves the strength of the fiber unimpaired. Both wide and narrow belts may be laced in this style, using the same proportions for holes, strings, etc., and find that with it fast-running belts over small pulleys run smooth.

TRADE AT PHILADELPHIA.

PHILADELPHIA, June 10, 1886.—Trade is very quiet in all departments, with few or no important changes in prices of general merchandise. The regular requirements of consumption are absorbing supplies steadily and without interruption, and this results in a very fair distributive movement, which has been fully up to the volume of previous weeks, while in some localities considerable improvement is shown, but trade has been without any specially stimulating features, and except that confidence has been restored, the controlling influences have not been calculated to quicken the general demand for merchandise. The industrial situation is certainly improving, not only because of the gradual disappearance of over-production, and with these healthy relations existing between supply and demand, the admitted prosperity of the country will cause, ere long, an expansion of industrial enterprise. That the volume of trade is not at present up to expectations is not, however, surprising, for it very seldom reaches the anticipations of those who are satisfied with nothing less than a "boom," but conservative authorities view the present situation with encouragement, and consider the tone and volume of trade as sound because of its conservative character.

On the first of April

THE STOCK OF WHEAT IN THE UNITED KINGDOM, according to the *Mark Lane Express*, was lower than for many years past on that date, with the exception of 1885, and that the imports for seven months to March 31 had been lighter than for three years past. Compared with the corresponding period of the previous year, the British imports of wheat and flour show a decrease of 563,781 quarters, equal to 4,510,248 bushels. From this it will be seen that the British supply must have been received in a larger proportion than usual from other sources than the United States, as the decline in the American exports for four months from Jan. 1 to April 30 were 4,583,931 bushels of wheat, and 1,535,986 barrels of flour. Low as prices are here there are other countries ready to sell

their surplus grain at still lower prices than the United States. The following table from the *Mark Lane Express* compares stocks at the principal English centers at several dates:

	Wheat.	Flour as Wheat.	Total as Wheat.
April 1, 1886.....	1,714,250	283,163	1,997,418
January 1, 1886.....	2,430,434	767,268	3,197,732
July 1, 1885.....	1,521,124	773,352	2,294,476
April 1, 1885.....	989,418	553,370	1,542,788
January 1, 1885.....	1,558,123	481,178	2,039,301
July 1, 1884.....	1,477,670	576,017	2,053,687
April 1, 1884.....	2,063,931	673,708	2,737,639

From these figures it will be seen that the total is higher than it was a year ago, but much smaller than at the corresponding period of 1884, while the stocks of flour are lower than on any previous occasion as far back as April 1, 1881, and probably farther still. The following table gives the imports of grain and flour for the seven months of cereal year, Aug. 31 to March 31:

	1883-84.	Quarters. 1884-85.	1885-86.
Wheat.....	7,076,646	6,476,542	6,624,947
Flour.....	2,540,458	2,785,197	2,073,011
Total as Wheat.....	9,617,104	9,261,739	8,697,958
Barley.....	3,080,848	2,941,660	2,116,516
Oats.....	2,553,516	2,312,536	2,007,331
Peas.....	226,886	270,345	259,088
Beans.....	337,053	497,479	438,955
Maize.....	3,526,588	379,882	3,789,643

The prospects were seldom better at this season of the year for a great yield of grain in our wheat growing districts, and seldom is so large a stock of this cereal still unconsumed, and likely to be carried over to increase stocks when the new crop is harvested. In Europe the weather is equally favorable for great crops, and the area of wheat in India is a growing factor. Australia is the only country showing thus far a reduction in yield. The outlook at the present time is for a great crop and low prices for the next year.

THE CHIEF DEMAND OF THE TIMES IS CHEAPNESS.

Consumers want cheap food and cheap goods; business men want cheap money, and trade demands cheap freights and the largest facilities of transportation. All classes of labor, including the farming interest, demand higher prices for their services. And this is the point of difference between wage earners and capitalists. It is just possible that the cheapening process has been carried too far. In the matter of transportation I am very sure that this is the case. For the last quarter century the tendency, under normal conditions, has been toward lower prices for the necessities of life, and cheaper facilities of trade. It is estimated that nearly every article of domestic consumption is now quite 20 per cent. cheaper than in 1870, estimated upon a gold basis. Fifteen years ago the price of wheat was about \$1.10 per bushel at Chicago; at the present time the same grade of grain is selling in your city below 80 cents per bushel. In 1870—and the rates were then lower than they had ever before been—it cost 17 cents to transport a bushel of grain from Chicago to New York by water, and by rail the charge for the same service was 33 cents. Now grain is moved over both routes for at least 50 per cent. less. The capital employed in transportation service has increased, while rates of charge have been reduced to a point at which no profit is left to those whose money and property is embarked in the business. For some years past it has been understood that transportation rates were being reduced out of proportion to the growth in tonnage and cost of moving. On the other hand labor has increased in price. Between 1870 and 1880 the wages of persons employed in manufacture increased nearly 12 per cent., and the advance in wages still continues, notwithstanding the cost of the necessities of life is now quite 20 per cent. less than fifteen years ago. The largest outlay in about every industry is for wages. If these are to be increased the price of every commodity of domestic consumption must have a corresponding advance. Farmers will not consent to work for wages in disproportion to those of the mechanic or mill operative; the railways cannot advance the rate of wages without a relative increase in transportation charges; so that the higher wages which labor is demanding will react upon the laborers, restrict trade, and lessen the sources of employment. Dear labor and cheap products are an irreconcilable incongruity.

THE ASPECT OF SPECULATIVE MARKETS

has changed during the past week with almost kaleidoscopic completeness and rapidity. A little over a week ago the wheat market was falling as if there were no

bottom, while under the lead of Western men, who professed to have become tired of wheat speculation, the stock market was booming. This state of things continued until Wednesday, the 3d inst. It might be well to observe that when the stock market gets into the hands of men who are by profession and choice grain gamblers, sharp and quick turns are to be expected, and the first sign of them can often be detected in the grain market. It was not by accident that the wheat market opened on Wednesday a week ago, with a sharp turn against "shorts," and the stock market opened the same day with rumors that the new Chicago leaders had sold out. There was obviously more to be made in grain than in stocks for the moment, and the rumors had for a basis, the presumption that traders go where they could make the most money, and also the fact that the stock market had been particularly stimulated on Tuesday with confidential "sure points" to buy. The people who bought accordingly were permitted to see stocks close lower on Saturday, while wheat took a rapid turn upward until Saturday, and even after some reaction that day closed at 86½ cents for June, against 83½ cents previously. There was nothing outside of speculative influences to make wheat go up, and corn declined 2¼ cents during the week and oats a quarter. The reports of foreign trade are decidedly more satisfactory this week, showing smaller imports and larger exports than for the corresponding week last year. It would not be strange if imports should fall off for a time, after the usual excess for some months past. Whether the recovery in exports will last depends much upon the speculators. The cheapness of grain helped for a week or two, but the rapid rise in wheat does not help. The wheat prospect has been improved by rains. The rainfall in the Northwest has been quite extensive, and the results are reported as beneficial in most of the wheat-growing region. Some belated reports collected before the rainfall are getting published even now by people who seem to have an end to serve. But the producers of the Northwest, and the consumers of the East can rejoice together in the prospect of an excellent crop, which, though not as large as some that have been produced, will be more than sufficient for all needs.

A tract is published by the Industrial League of this city, entitled

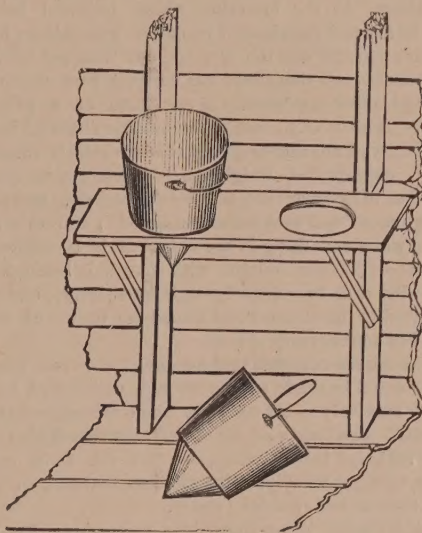
"FREE MATERIALS AND A FOREIGN MARKET," prepared by Alexander H. Jones. Close thought and assiduous study is given to the matter of foreign outlet for American producer, and the market for our wheat, as the most important factor, receives the first notice. In this essay it is shown that the fall in the price of wheat is due to the increased supply from India, brought to market by the system of railroads developed by the Imperial Government, and to the direct communication afforded by the Suez Canal. In nine years, from 1872 to 1881, the export of wheat from India increased from 14,385 tons to 2,993,176 tons. The area of wheat culture is rapidly increasing, and in 1884 amounted to 26,000,000 acres, capable of producing 261,000,000 bushels. The area available for wheat is fully equal to that of America, and the labor cost of production is comparatively trifling. The agricultural laborers will work twelve hours for eight to nine cents, and will live on rice, costing not more than two cents per day. Mr. Jones argues that the time is coming, and is now at hand, when American wheat producers will be confined to home markets, and that it behooves the agricultural classes to foster home markets as far as possible by maintaining protection of home industries. In the meantime the serious point for reflection is that the competition to maintain our hold on English markets against the overwhelming harvests of India will force the costs of production and of transportation down to the lowest possible limits. The railroads must be content with lower rates, and even then it is a question how long we can compete with producers whose costs for labor are almost nominal.

J. C. DRUMMOND.

The latest new thing in cereal product is oil from corn. A sample of the article was exhibited on 'Change in this city lately. It is claimed to be good for all the purposes of the cotton-seed oil—which means that it can be used in the soap factory as well as the cuisine, and that its cost when made on a large scale will be but about four cents per pound. Previous to this the only kind of oil obtained from corn was an incident of the whisky manufacture, and called "fusel," which other people besides the total abstinents regard as injurious to the human frame.

A GOOD IDEA IN FIRE PAILS.

A row of fire pails in a shop is a good thing to have, and is much better when the pails all stay in the row. One day Tom knocked over his glue lamp and set the shavings on fire. We ran for a fire bucket and didn't find one. They were all out on a strike, or gone visiting or the boys had them for wash buckets. We found two in use for that purpose with about three inches of dirty water in them. Before we got that fire out we had to turn on water from the stand-pipe, and wet down \$500 worth of furniture. Nobody took one of these buckets from the shelf. Tom had one, but he got it of Jim, and Jim stole it away from John. John said he found that



bucket in the middle of the floor, and was ready to take his oath to that effect.

We went to a "tin-whacker" and had a lot of pails made like those in the illustration. They were galvanized iron and held three gallons each. The bottoms came down to a point. We made some shelves with holes for two pails in each shelf.

The boys looked disgusted when they saw those pails. They could not make one of them stand up unless they put it in a nail keg, and nail kegs were scarce. Tom, John, and Jim seemed to think those pails were intended to cast a reflection on their honesty, and never seemed to know that fire pails existed in that shop. The boys will let those pails alone every time.—F. H. Hobart.

FOR THE AMERICAN ELEVATOR AND GRAIN TRADE.

THE GRAIN TRADE OF THE FUTURE.

It is wise and right, as it is necessary, to consider some of the great factors that should form a large part of the sum of the future commerce of our country. In our country the people can not wait for statesmen to lead.

IT IS FOR THE PEOPLE TO ADVANCE.

It is for them to consider the large pathways of National and cosmic commerce, and help to open them. Many of the errors of the past can not be recalled. And many evils and dangers of the present and the future can not be averted. But others can and should be. And to suppose that a comparatively small island, 4,000 miles from the center of our population and production, is always to fix the price of all our grain, and virtually control most of our commerce, and a very large part of

ALL OUR AFFAIRS,

is to choose for ourselves, and our posterity, a false and wrong position, and one loaded with evils and embarrassments, already upon us, and steadily advancing in greater force and power. And to suppose that we can escape from the net of adverse influences and opposing interests which encompass us, and advance to a really sound and generally prosperous and safe condition without the full free use of navigation and silver, is to deny all history, all reason, and all human experience. Asia and South America as greatly exceed England and Europe in natural resources, and in

A VARIETY OF RICH RESOURCES,

as they excel in the numbers of their people. And as

fields for our future commerce (and that in the near future) they are as much more inviting as they are greater and more varied in resources. And their future development will, in every good sense, vastly exceed anything possible in England or Europe. Never since letters were first given to the human race has their use extended so rapidly on this planet as in Japan during the last thirty years. And Japan is but the outer porch or vestibule of Asia from the Pacific side. So in South America, mighty changes are going on. In every way South America and Asia must and will advance. And no physical work of human hands has done, or will do, so much for this advance as the works of de Lesseps and Fruna at Suez and at Darien. The opposition to the first was very similar to that now leveled against the second. Both were false and wrong. Both were discreditable to the Anglo-Saxon race. And let us sincerely hope that both will fail. But should the present assaults lead to the defeat and death of the noble de Lesseps, Toryism will not be the stronger on either side of the Atlantic for its mean victory. Our people and the world will look more deeply into the causes of this opposition. And the opposing interests will be met by a set of interests, duties, and necessities that will be correspondent at once with the welfare of humanity, and the apparent design of God's Providences, and with His creative plan. The work will be done. And it will be done on that line. By it our coasts will practically be brought nearer to about half the world by an average of about 10,000 miles. Even now, in the far Northwest, our territory almost touches Asiatic Russia. But then all Asia, containing half the population of this planet, will be our neighbor as never before. And along the coast of the Americas, from the Arctic to the Antarctic, the lines of navigation will cross at Darien somewhat like the form of the figure 8. An era in civilization, commerce, and navigation, more important than can be described, will follow this event, which of itself will rank with the voyage of Columbus in the importance to mankind. De Lesseps is ending 300 years of rapid discussion. And our interests, our duty, and our honor alike require that we should rather aid him and Fruna, than seek to ruin their enterprise by unjust detraction. We should wisely advance, and prepare at once for new and more beneficent conditions, and for some great changes.

In this work of preparation by far the most important is the opening rightly and suitably of our great central line of inland navigation and transportation via Lake Michigan, the Calumet and the Chicago, the Illinois and Michigan Canal, and the Illinois and Mississippi Rivers to the Gulf of Mexico. The clearance of the channels of these rivers of snags and wrecks, and completing a suitable connection between rivers and lakes by this line, is a very moderate work indeed, in difficulty and expense, as compared with that at Darien. Its easy practicability has been perfectly well known for ages. And yet by various errors it has been kept back for two generations. This navigation, prepared in nature by the creative wisdom and power of God, through eons of ages for our use, is the lawful inheritance of every man, every woman, and every child in all our land; guaranteed to them in our organic national law, the noble old ordinance of 1787. Without its full, free use, the most advantageous results in the utilization of our natural resources, for the welfare of our people at home, and for commerce abroad, never can be won; it is a physical impossibility. Yet it is kept back by various errors, among which are neglect, avarice, treachery, incapacity, and atheism. The home movement of the one item of coal, from the Illinois coal field northward to Duluth, and southward to Darien, would soon exceed the whole present freight movement of all the states bordering on this line. The rice fields of Southern Asia now furnish most of the food for 600,000,000 of people, few of whom ever see corn bread, hominy, or any of the various food preparations from our great cereal. Yet the desire of man for some variety in his food ever has been, and ever will be, one of the chief motives of all human commerce. And faithful study will show that it is every way reasonable to believe that after the Darien Canal and our Central line are opened, no great period of time will elapse before our commerce with Asia in corn and rice will exceed our present grain trade with England and Europe, and be far more beneficial to the people of both countries, both physically and financially. But this is only one item of the vast commerce to be unfolded by the future. In every way then we need a wise and true advance.

W. T. STACKPOLE.

Fairbury, Ill., May 31, 1886.

MORE ABOUT WEIGHING GRAIN.

We have had occasion to speak of elevator shortages. A great many people have had personal occasion to speak of elevator shortages. Others, who have had no occasion of their own, have taken up their neighbors' occasions. Newspapers with a constituency—for a consideration—have had occasion to speak of elevator shortages, until a great many people, who haven't the remotest notion of what an elevator looks like, have, notwithstanding, a great fund of information about elevator shortages. But now comes a brand new occasion for which we have coined a brand new word, to-wit: "Overage." An elevator shortage is when the shipper is short. An elevator overage is when a shipper is over. We are about to present evidence that overages are quite as common occurrences as shortages, though very few people, comparatively, have ever heard of such a thing. Not because no one has ever known of such a thing, but because an overage somehow affects the emotions in a way which results in their becoming permanently pent up as it were. Whereas, a shortage inspires to such words of eloquence (equal parts of sense, nonsense, and profanity) as to burn into the very hearts of men, especially grain shippers.

It has long been our conviction that there are at least three sides to this question of elevator shortages—the shipper's side, the elevator's side, and the other side. It can be said for the shipper, and reasonably, too, that he is naturally much more interested in the weight of the carload of grain that he is shipping than is the elevator weighman at the other end of the road. Self-interest begets vigilance. He is therefore naturally more careful also. On the elevator side there is a degree of reason in the claim for accuracy based on perfect facilities and long experience of weighman, etc. So far, so good. But when the shipper charges that the elevator company is a "set of robbers," and the elevator company contend that "their weighman never makes mistakes," it is a case of bad blood on one side, nonsense on the other, and a good deal of bluff on both sides.

The right side of this matter is coming to the front, however, and though it involves the admission that shippers sometimes have just cause for complaint, it will, we believe, thoroughly convince fair-minded people that the cause has heretofore been unavoidable, but at the same time has been impartial in its effect as between shippers and elevators. The following is a list of errors made by a weighman of twenty years' experience during the fall of 1885, which was an unusually light season. The double entry system referred to in our former article had been adopted with the express purpose of determining whether or not the alleged shortages were due in fact to errors made by the weighman. This naturally put the weighmen upon their mettle, so that if they were ever careful they were careful now. They realized the fact that the discovery of errors by the new system would be good evidence of many undiscovered errors by the old system. As the double entry system requires an exact balance of the figures with the letters, small errors are noted as well as larger ones. And the fact that the small errors run both ways must be taken as evidence of their being *bona fide* errors, and not the result of the force of habit in "taking toll":

Errors in favor of shipper, correction in favor of elevator: Pounds—50, 100, 50, 100, 50, 50, 250, 50, 550, 100, 100, 50, 200, 2,000, 100, 50, 100, 50, 480, 100, 50, 100, 50, 100, 500, 1,000, 400, 1,000.

Errors in favor of elevator, correction in favor of shipper: Pounds—50, 50, 100, 50, 1,000, 1,000, 50, 200, 8,000, 50, 200, 100, 1,000, 300, 500.

In the first place it is seen from the above that shippers profit by the errors committed by weighmen as often as they lose, only it does not often happen that the particular shipper who loses at one time gains at another. It will be further noticed that the greatest number of errors were committed in favor of shippers, which ought to be considered as evidence that considerable losses which shippers sometimes sustain are the result of mistakes and not the result of dishonesty, as is so often charged.

The fact that the total amount of the errors committed was in favor of the elevator company signifies nothing, as an error is nearly as liable to be a big amount as a small one. Now, while the use of this new system proves that elevator weighmen are sometimes at fault, it has also been the means, in many instances, of fastening the responsibility for errors upon the shippers—and in

instances, too, where the shipper has presented a very reasonable case.

Every shipper claiming shortage can usually give the best of reasons why he knows his weights are correct. In the following instance the claimant's "reasons" were unusually strong, and in the absence of better proof on the part of the elevator, the verdict would no doubt have been in favor of the claimant. In this instance the elevator was shipping wheat to a miller not far distant. Quite a number of cars had been shipped from time to time, and no fault had been found with the elevator weights. But finally the miller purchased a new track scale, and the first car weighed thereon was a car of wheat from this same elevator, and lo and behold! there was a shortage of thirteen bushels and some odd pounds of wheat. In the interview which followed between the miller and the elevator people it was claimed by the former that this was the very first car weighed upon the new scales, and that there was unusual care taken, this being his first opportunity to test them in a practical way. It also "came out in the evidence" that his head miller, who did the weighing, had formerly been an "old, experienced weighman." Furthermore, quite a number of more or less interested persons, beside the weighman, "had seen the car weighed"; and as a track scale was a new thing in the village it is presumed this first operation was fraught with unusual interest. He was listened to patiently and attentively, and then escorted to the elevator and shown the improved beams and the double entry system.

Though he admitted that he could not see how an error could be made and go through undetected, he still stuck manfully to his case, but appeared somewhat perplexed. The only way out of this seeming mystery was the "robbery" theory, which was not set forth at the time, owing, probably, to the fact that that sort of argument works better at long range.

Subsequently it was found in a comparison of weights that the difference complained of was in the weight of the car, the gross weights tallying within thirty pounds, which fact proved the accuracy of both scales.

As the miller seemed to be still in a skeptical state of mind as to the probity of the elevator hands, the car, which he had returned loaded with flour, was hunted up and switched into the elevator, empty; was reweighed upon the same scale, and found to tally with the original weights within forty pounds, which difference was due to a change of grain doors. There was no occasion for further explanation.

Now, without positive evidence on the elevator's side, the miller's case would have been a strong one, especially as he could produce in evidence the testimony of five or six persons who saw the car weighed. Furthermore, if the miller had shown a disposition to put his case into court the elevator company in all probability would have compromised; as with no more than the ordinary evidence a decision in favor of the miller would have been a foregone conclusion.

The weak point in the miller's case, however, was the fact that whereas five or six persons "had seen the car weighed," only one person computed and recorded the weights. But many less plausible claims have been allowed by elevators because the shipper's evidence could not be offset by any evidence more trustworthy than the weighman's certificate, which, it must be admitted, is not reasonable evidence of *carefulness*, to say nothing of accuracy.

Another incident will serve to further illustrate that sort of positiveness which is most positive when there is apparently no way of proving or disproving a question.

There were received at a certain elevator where the double entry system has been adopted, a number of cars of wheat from a certain inland elevator whose weights were uniformly close—often weighing out at the receiving elevator exactly as billed, and very seldom varying more than forty or fifty pounds. Finally, however, a car was received which ran over 1,170 pounds. In view of close weights on previous shipments the receiving elevator concluded there had been a mistake made, and so telegraphed for information as to how the car had been loaded, and if loaded by small hopper scales to state the average weight of drafts. The answer stated the average weight of draft to be 1,135 pounds. Now, the receiving elevator had weighed the carload in one draft and had a record of the weights which proved itself; whereas, the shipping elevator had loaded the car by twenty-six or twenty-seven drafts. Yet that elevator man, rather than commit himself to an error, bravely contended that he had not omitted recording a draft.

Now, without the double entry in a case like this, there would have been a reasonable suspicion that the receiving elevator had made a 1,000-pound error. That the error was correctly located, however, is plain enough, because there was a proved record on one side, while on the other side there was a system of recording which required so little care as to be easily overlooked, beside the circumstantial evidence of the discrepancy being about the amount of his average draft.

Another instance of heroism in sticking to a mistake at the cost of much wheat, was a case where a car was received from an inland elevator at which track scales are used. The load was billed at 29,700 and weighed out 34,610, being a discrepancy of 5,000 pounds (lacking the ordinary discrepancy caused by the shipper taking strong weights in his favor and the receiver ditto). In answer to a telegram the shipping elevator held his weights were correct, that his scale was new and recently tested. His firmness clearly indicated a suspicion on his part that his car had fallen short. But when he learned that there were 5,000 pounds more wheat in his car than he had claimed, his feelings were perceptibly mixed, and he showed a willingness to qualify his former assertions. He was still quite positive that his figures were correct, but this time spoke of a possibility, etc. A correction on his billing, which gave him 5,000 pounds more wheat than he claimed, was accepted all the same, and so the matter was "amicably settled."

Now it must be clear to every fair-minded person that the causes of a great many of these discrepancies—overages as well as shortages—are most undoubtedly the result of a lack of a systematic check on the weighman's work. Isn't it plain that the weighman, considered as a factor in the problem, is certainly one-half of the weighing?—because the correct action of the scales is of no use unless such action is correctly noted and recorded. And in view of the facts given above, is it not folly to attempt any betterment of the evil until the weighman's part of the operation becomes as reliable and easy of proof as the scales' part? When this is accomplished the heretofore unknown and unknowable element in this problem of shortages is eliminated. The initiative step, then, and one which common justice demands, is the adoption of some method of entries by which errors can be detected when they do occur, and which will make it possible to produce a *proved* record instead of an *unproved* record.

It is not claimed, however, that unproved records are alone the cause of shortages; but they are certainly the first cause to be eliminated for the reason that either party can always charge that an error has been made in the record so long as it can not be shown that an error has not been made. But when it can be shown on both sides that there has been no mistake in the records it will be possible and practicable to substantiate the true cause.

The principle of the new system is that the weight of each car or hopper shall be recorded in three different characters, and that the scale shall indicate these characters at three different points. That is to say, that instead of the scale indicating the weight at one point only, it shall indicate the same weight in two other different characters at two other different points. In this way there must be an error in two points out of three to invalidate the check; and when a weighman makes two errors out of a possible three, it is time to interview him. The weights of a carload will then be entered in five figures, thus: 25,750, and in four letters, thus, AXGK. Of the first two letters each one stands for 25,000, and of the second two letters each one stands for 750.

The new system has been adopted by quite a number of large elevators, and, as was intimated in our first article, is developing facts which once more prove the old saw that "where there is smoke there is fire." More than this, these newly developed facts prove that there is sometimes considerable fire but no smoke, which is to say that when a shipper suffers a shortage he raises smoke, but when he suffers an overage there is, hypothetically, a cheery, glowing bed of hot coals, but no smoke.

That the new system is practical and common-sense is a settled fact. It has been enthusiastically indorsed by managers of elevators, accountants, and every one who has examined it, and who appreciates the importance of correct records as well as correct scales. A prominent elevator owner at Toledo, whose scales (already in use) were all refitted with the improved beams (eleven in number), does not talk nonsense when he says that the improved beams and double entry system must come into

general use, especially among elevator people, as the system is only a common-sense precaution which elevators are in duty bound to take in weighing grain which has been intrusted to their care.

That elevator people appreciate this fact is manifest, as the new system is becoming general among new elevators in process of construction, and has been adopted by a number of elevators already in operation. These facts, coupled with the newly born facts in relation to "overages," should go a long way in eradicating the suspicion that elevator people are a "set of robbers."

Yours truly, ELEVATOR.

OUR DULUTH LETTER.

We have had a fairly active market the past month, but the bulk of the transactions as mostly of a local scalping order.

Several times during the month it looked as if the long-expected higher prices were about to be realized, but as usual the little upward spurt only preceded a heavier decline.

It closes to-day weak at 76½ for July, only about 2½ over Chicago No. 2.

About 3,000,000 bushels have moved out so far this season, the most of which was sold to Buffalo or New York, probably 300,000 went to Montreal.

There appears to be little or no demand for our wheat at present, and shipments have therefore been suddenly checked.

Charters for 300,000 bushels have been made at 3½¢. to Buffalo the last two days.

Receipts have been unusually large, averaging about seventy-five cars per day; it comes mostly from the small farmers and elevator men who have concluded that the days of high prices will never come again.

Stock in store, 5,372,840 bushels; 4,200,000 bushels of which is 1 hard.

On the 17th of May the propeller Onoka was loaded with 90,000 bushels of wheat in one hour and twenty-two minutes, the quickest time on record.

W. W. Cargill & Bro., the Minnesota grain elevator firm, have purchased of the Van Dusen, Elliot Co. the property of the Lenham Elevator Co. This consists of six elevators on the Cooperstown branch of the Northern Pacific Road.

The Board of Trade on the 28th ult. sent a memorial to Congress protesting against the consolidation of the customs district with St. Paul and locating the collector at the latter city as per the bill introduced in the House by the Hon. Mr. Breckenridge, of Arkansas.

Our Congressman, Hon. Knute Nelson, informs us that we need have no fear, as the measure will undoubtedly die in committee.

The grain commission firm of Mills & Yates, of Minneapolis and Duluth, suspended business yesterday, 10th inst. They suffered severe losses recently through customers, and in order to recover themselves went into speculation about ten days ago, and the sudden downward turn of the market brought the disaster. They had bought about 300,000 bushels between 80 and 82¢. The losses will foot up between \$8,000 and \$10,000, mostly due to Duluth commission firms.

The Duluth & Iron Range Railroad have commenced to build the last section of their road from Two Harbors to Duluth, a distance of twenty-six miles, which will require an expenditure of half a million of dollars, or about \$20,000 per mile. The project has been thought of a connection to the north from Vermillion Lake (present northern terminus of the road) or a line to Port Arthur, Ont., thus giving Duluth a new through outlet to the East via the Canadian Pacific and Montreal. The more immediate consequence of this link (building to Duluth), will be to give the project for iron works at Duluth fresh impetus, as the finest ore in the world can then be delivered here as cheap as to vessels at Two Harbors.

On the 28th ult. fire broke out in the foundry of the National Iron Works, completely consuming it; the main part of the works escaped without loss. Loss \$15,000, and insurance \$8,000. They continue right along in business.

The North American Telegraph Company are busy getting their wires in here. They expect to be ready for business about the 1st of July.

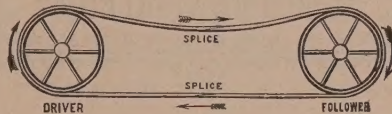
The crop reports are generally favorable for a good crop, especially along the line of the Northern Pacific.

PROBUS.

Duluth, June 10, 1886.

HOW THE SPLICES SHOULD RUN.

The annexed illustration will perhaps be a better answer than any we could frame to explain how the splices



of a belt should run. The arrow indicates the proper direction of the belt, or rather shows which way the belt runs when the splice is properly made.

HOW IT IS IN THE SOUTHWEST.

Special Correspondence of the AMERICAN ELEVATOR AND GRAIN TRADE.

KANSAS CITY, Mo., June 10, 1886.—This has been one of the dullest months in the history of the trade in this section. Elevators have done hardly enough to pay their running expenses and there were never so many blue appearing dealers as can be seen here now. All the leading spirits to the trade have been interviewed, and there was not found one among them who did not deplore the present condition of affairs in language more forcible than elegant.

One gentleman, who is particularly well informed and conservative withal, in formed your correspondent that as for him he had given up all hope of seeing any returns during the next six months, and not even then if the corn crop did not turn out ever so much better than the prospective one of wheat. From all sections there come in reports of a great shortage in the supply of wheat. Elevator men throughout Kansas and Missouri declare that the season is sufficiently advanced so that there can be no doubt as to the outcome of the crop. In the southern counties of Kansas and this state they have already begun the harvest, and accounts are, if anything, less satisfactory than two weeks ago. No wonder then that the elevator fellows feel blue. It could hardly be expected otherwise when all the attendant circumstances are taken into view. This is particularly hard on those men who last year had invested quite largely in machinery and had contracted obligations which it was thought could be cleared this year. Now these hopes are flat upon the ground, and it is thought that there will be several changes of ownership before the season is much farther advanced.

The western tier of counties in Kansas have the promise of a fair yield of corn, and there are several capitalists who have the temerity to tempt fate by putting up elevators out there. They are probably as safe in this as in any undertaking, as it is a fact that in a new country competition is so small that even with a limited clientele expenses will be paid. A traveling man for a leading elevator furnishing house at Chicago was seen last week, and he saw no reason to believe otherwise than that it was perfectly safe for the trade to advance stocks to any man out there who had the average amount of push and energy.

"I have," said he, "had a constantly growing and safe trade in Kansas for years, and I can say with a good deal of confidence that losses there have been of the minimum order right along. While I know that agents in other states have met with heavy and what would appear to be necessary losses, in my territory there has no such trouble existed. To be sure we have had parties fail us when it came to the time for payment. There is no business which can be successfully carried on without such disagreeable episodes, yet if a comparison of these were made with those in other states I think that Kansas would show up better than the average by a large per cent."

"I suppose you have curtailed your credits to the lowest possible notch, in view of the gloomy outlook?"

"You need not suppose anything of the kind. While credits have been placed down to the lowest figure by some firms, ours is not one of them. We think we are just as capable of judging whom we may trust with impunity this year as during others. Of course we have to be a little more careful, but all the same we do as large a credit business as ever. You see that there are many firms who, because of the hard times, as they think, refuse to send any drummers into the neighborhood. They think that because the wheat is a failure that no elevators can be used. This is not so, as would be evident to any one who would give earnest thought to the subject for a few moments. There are those who are

just as good pay this year as last, and these are the men we are on the outlook for, and we find plenty of them everywhere. Make hay while the sun shines, and above all when competitors have been scared out of a neighborhood."

There was a good deal of the right ring in the sentences spoken by the above-quoted man, and perhaps it would be well for those who are now complaining of laxity of trade to look into the matter and see if they are not more or less to blame for lying down and not reaching after that which may be within their grasp.

There was a sort of fusion ticket elected at the Board of Trade hall yesterday. At this meeting the election of directors, executive committee, board of arbitration, and board of appeals took place. There were two tickets in the field and the voting continued until four o'clock, when the counting commenced. The tickets were as follows: Stockholders' ticket, Ben. McLain, E. H. Allen, H. M. Kirkpatrick, E. H. Webster, W. H. Winants, A. J. Mead, H. L. Latshaw, J. W. Moore, K. B. Armour, Max Minter, A. R. French, T. A. Wright and B. W. Grimes. The Board of Trade ticket was as follows: A. D. Johnson, D. C. Imboden, N. P. Simmons, B. C. Christopher, A. V. McKim, Thomas Best, W. W. Cowan, E. D. Fisker, C. D. French, G. S. Brinkman, Nat. Grant, C. L. Dobson and F. K. Smith. When the vote was counted it was found that the following were the fortunate ones elected:

A. R. French	518	C. D. French	412
H. L. Latshaw	547	H. M. Kirkpatrick	377
W. B. Grimes	354	W. H. Winants	236
Web Withers	256	K. B. Armour	189
A. J. Mead	301	Max Minter	98
E. H. Webster	176	Ben. McLain	58
T. A. Wright	144		

The board of directors will give general satisfaction, although there was some feeling expressed on account of three or four of the old wheel horses being retired. Altogether the members are to a man of a conservative drift, and the management could not well be in better hands.

The rain, which was general throughout all portions of Kansas, it is said has insured a liberal crop of corn. Before this the long-continued drought had the effect of causing many people to look rather dubious and blue, conjuring to themselves the idea that not only the wheat but the corn crop would not hardly pay the expenses of harvesting.

In the near future there will be another important manufactory started in this city, which will result in giving an impetus to the demand for barley such as has never before been had here. About a week ago the Heims Brewing Company bought the old glucose works in the east bottoms for the sum of \$175,000. Here they propose to establish their largest plant with a capacity of 250,000 barrels per year. It will give employment to 400 men, and altogether will be indirectly quite an addition to the grain interests of the city. The new Milwaukee & St. Paul Road will take them directly into the barley country, which will enable them to buy as cheap as anybody in the land.

At this date there are the following grades of grain in the different elevators at this point:

No. 2 red winter	31,002	No. 3 spring	6,605
No. 3 red winter	27,244	No. 2 corn	54,766
No. 2 soft	19,958	No. 3 corn	13,143
No. 3 soft	19,894	No. 4 corn	4,659
No. 2 Utah	2,145	No. 2 white corn	19,941
No. 4 winter	36,935	No grade corn	2,290
Rejected	21,918	No. 2 oats	1,957
No grade	411	No. 2 rye	392
No. 2 spring	32,973		

The above shows every bushel of wheat, corn, oats or rye to be found in the elevators at this point. It will be easily seen that the amount is limited and that good advancement is being made toward clearing out the whole of the stocks here. After the new crop has fairly settled in this way it is proposed to make the system of inspection much better than it has been for years, if that be possible. There has from time to time some complaint been made against the system in vogue here. As a rule these complaints were not based upon proper grounds, and as they traveled inland they grew constantly until a false impression was had of the market here. By degrees at present this is dying out, much to the satisfaction of the elevator owners, who are deservedly exerting themselves to make an object for shippers to consign to this point.

Up to date the elevators have handled here during 1886 the following amount of grain: 412,603 bushels of wheat, 840,752 bushels of corn, 14,219 of oats and 10,653 of rye. During the corresponding time last year the

elevators handled as follows: 1,995,491 bushels of wheat, 1,820,487 of corn, 43,353 of oats, and 101,033 of rye. By comparing the above figures the stranger can easily see that the elevator business has suffered a very material downfall this year. It is doubtful if the decrease has been more serious than since this was recognized as a grain center.

Prices have declined on No. 2 soft from 77 cents to 68 cents, and have advanced on No. 2 red from 60¼ to 64 cents. Corn shows no quotable change, but has been seesawing up and down all along. In flour there is little doing on either order or shipping trade. It is inscribed at all points here with reference to grain, dull, dull, dull.



Stuart, Hare & Co., Enterprise, Kan., is the name of a new firm in the mill furnishing line.

The Case Mfg. Company, Columbus, Ohio, report having been very busy the past month.

Geo. L. Jarrett, Des Moines, Iowa, reports a long list of sales, and says that business with him has been very good.

The Link-Belt Machinery Company, of this city, has just purchased a complete patent library containing descriptions of all patents issued since 1790.

A. B. Colton, sole agent of the Frost Mfg. Co., Galesburg, Ill., has taken up quarters at the Commercial Hotel, Lincoln, Neb., where he can be addressed or visited by inquiring friends.

The Roller Chain Belting Company, Columbus, O., report a good demand for their chain belting; and in order to keep up with the rapidly increasing trade have purchased new machinery, with which they expect to fill orders promptly.

Seeley, Son & Co., of Fremont, Neb., report a very active season. The Seeley Elevator has become deservedly popular and well known all over the West. By the way, Messrs. Seeley, Son & Co. build elevators anywhere in the United States and Canada. We state this because an erroneous impression has prevailed in some quarters that they confined their operations to trans-Mississippi territory.

The Morse Engineering Company, of Kansas City, Mo., write us: "Business seems to be on the improve, and we have the following sales to chronicle the past two weeks: Thirty-five-horse power Atlas Automatic Engine to Rosier, Mo.; 20-horse power Atlas engine and boiler to Wellington, Kan.; 75-horse power steel boiler to St. Joseph, Mo.; 60-horse power steel boiler to Topeka, Kan.; 40-horse power steel boiler to Hamilton, Mo.; 30-horse power steel boiler to Lyons, Kan., besides numerous small orders for steam pumps, heaters and engineer's supplies.

The Chicago *Journal of Commerce*, in a notice of Merchant & Co., of this city, says: "It is well known, particularly to architects and builders, that good tin roofing is not easily obtainable." It is difficult to see how such can be the case, when our best and widest known manufacturers of tin are making such strenuous and effectual efforts to inform the public that the want is fully met by guarantees of the highest character that the brands of roofing are up to all the required standards. If Messrs. Merchant & Co. were the only house to offer such guarantees, there could be no excuse for any dealer or architect for using an imperfect or light weight roofing metal. The trade and building papers of the whole country have been utilized in most liberal manner, to make known the fact of their guarantees of the "Old Gilbertson" brands of roofing plates, this number of the *Builder* showing ample evidence of their enterprise in that line. Of course it is superfluous to say that their guarantee is all that is needed.—*Ex.*

A farmer of Seneca county, Ohio, over four years ago stored 800 bushels of wheat in a Tiffin (Ohio) warehouse. Wheat being worth \$1.50 at that time, he could have sold the lot for \$1,200, and with interest at 6 per cent. this sum would now have swelled to \$1,500. The other day the farmer sold his wheat for 80 cents a bushel, and after deducting storage charges, received less than \$500 for it, a square loss of over \$1,000.



Grain men, and all interested, are invited to make contributions to this page. The publishers do not indorse or hold themselves responsible for the sentiments expressed.]

A PORTABLE DRYER.

Editor American Elevator and Grain Trade:—Can you or some of your readers inform us where we can secure a portable dryer for grain?

Yours,

GILD & SHRYOCK,

Meadville, Pa.

[Manufacturers of such articles should address the correspondents.—Ed.]

CHICAGO GRADES.

Editor American Elevator and Grain Trade:—I am heartily glad to see that the Chicago Grain Receiver's Association refused to pass the resolution recommended by the Chief Grain Inspector in regard to making the corn grades at Chicago more rigid. The fact of the matter is that Chicago inspection in the past has been so rigid that millions of bushels of corn have gone to other places, particularly St. Louis. I understand, of course, that Chicago is not dependent on her grain trade for her greatness; that is assured by other facts; but if she wishes to hold her pre-eminence her grades must be as favorable to shippers as those of competing points.

Yours,

NEBRASKA.

CHICAGO STORAGE CHARGES.

Editor American Elevator and Grain Trade:—It is with no little satisfaction that I see the grain men of your city have been laboring with the elevator owners to reduce their storage charges. While Chicago charges were deemed reasonable a dozen years ago, or even four or five years ago, they have certainly ceased to be so of late years, when the price of grain has dropped to such a phenomenally low figure. If Chicago wishes to handle the grain of the West and Northwest, her charges for storage must be reduced to meet the exigencies of the times. As it is, less than half the grain that enters Chicago goes into storage. Unless there is speedy reform, this amount will steadily decrease. Cheap storage at Chicago is what the trade of the West needs.

Yours,

ATCHISON.

A San Francisco dispatch of May 26 says: Carefully compiled returns just received from the thirty principal wheat-growing counties of California place the total wheat acreage for the present season at 3,450,000 acres, with a heavy average yield. The condition of the crop is pronounced excellent. If there are no serious drawbacks during the next thirty days the total wheat yield of the state will be fully 60,000,000 bushels. The barley crop also will be unusually large, being estimated at 38,000,000 bushels.

It is estimated that the food requirements of the United Kingdom will amount, from May 1 to Aug. 1, to 41,000,000 bushels of wheat, against 16,500,000 and 11,500,000 bushels in the corresponding period of 1885 and 1884. The English wheat supply for that period is 19,800,000 bushels, against 21,700,000 and 13,900,000 in 1885 and 1884. This leaves to be imported from May 1 to Aug. 1 21,500,000 bushels, while in 1885 and 1884 the supply at hand was 5,200,000 and 2,500,000 bushels greater than the consumptive requirements. The reason that the wants of the five months preceding the harvest supply are twenty odd million bushels greater than in 1885 and 1884 is that the importations and home supply in the first seven months of the crop year were 38,000,000 bushels less than in 1884—England practically going short of the market to that extent. A reference to our report of grain exports shows that for the week ending June 10 vessels sailed from this port with 111,768 bushels of wheat and 440,574 bushels of corn. Our grain inspection is so thorough that, while complaints have been made of the bad quality of corn shipped from some other ports, no fault whatever has been found on the other side with shipments from Baltimore.—*Baltimore Journal of Commerce.*

STATE CONTROL OF WAREHOUSING AND GRAIN INSPECTION.

ARGUMENTS OF ABNER L. BACKUS AND DENNISON B. SMITH.

Mr. Chairman and Gentlemen of the House Agricultural Committee:

The Warehouse Bill before your committee, as an Ohio measure, seeks to protect the producer as well as the shipper of grain within the state against unfair inspection and unreasonably high warehouse storage charges and the mixing of grain.

The Grain Inspection Department of the city of Toledo and Lucas county, has for the past twenty-five years, by statutory law, been under the control and management of the various Boards of Trade and Produce Exchanges of our city. During all that time the charges to the producer and shipper for the average carload of wheat, corn, oats, rye and barley, containing 500 bushels, has been the low and moderate charge of ½ mill per bushel, which is as low, if not a lower rate than is charged for like service at any of the grain centers in the Western states.

The fairness and honesty of the inspection of grain in our city, through the vigilant management of business men, reared and educated in the grain trade, can not be questioned; and that such grades have been honestly and fairly made, based upon each year's product, none can deny or question.

The price paid for all kinds and grades of grain in the Western states depends entirely upon and is governed by its value at the seaboard market, less the cost of transportation; so you can readily see that the grades of wheat, corn, oats, rye and barley, in all of the Western states, must correspond with the grades as established at the various seaboard markets, such as New York, Boston, Philadelphia and Baltimore; and any deviation from those standards in the West will necessarily diminish or increase the value of the grain, so that you can readily understand and appreciate the fact that where the grades were fixed higher at Toledo, or any other Western grain center, than at the seaboard markets, the farmer and interior dealer in grain will surely ship their property direct to the seaboard markets, instead of to ours, or to any other of the Western grain centers. On the other hand, if the grades yearly established at the Western grain centers are lower than those fixed at the seaboard market, the farmer and interior dealer will surely ship to the Western grain centers, instead of to the seaboard markets direct.

From these plain and undeniable facts you can readily see that so far as the producers of grain in our state are concerned, they are as fairly and honestly dealt by under the Produce Exchange management of the Inspection Department as are any producers of grain in any grain center East or West; a fact, too, that is admitted as true by the producer and interior shipper.

What the producer and interior dealer in grain most need and require in the West is a uniform standard of grain inspection throughout the country; so that when the producer and interior grain dealer has his property inspected in Ohio, Indiana, Illinois, Missouri, Kansas, Wisconsin, or in any other locality, as No. 1, 2, 3, or 4, it will, if shipped to the seaboard, or inland grain center, pass as like grade; so that when the prices of the different grades are quoted at the seaboard, or any of the interior grain centers, the producer and interior dealer, having grain to sell of like grades, and knowing the cost of transportation and terminal charges, such as commission, inspection and storage, they can readily and clearly see and determine as to the market, where it will be to their interest to ship their grain to.

The New York Produce Exchange has for the past three years, through their circulars addressed to each important grain market in the West, invited each Board to join them in a national convention of grain inspectors, with a view of establishing a uniform standard of grain; and they will, as we are advised, continue their efforts, which thus far have failed in that direction, until the system shall be adopted. With such a system inaugurated, the inspection of grain will be, as it ought to be, taken out of the hands of irresponsible and untrustworthy local, state, municipal, or other hands, and placed in the hands of an organization whose only aim will be to fix and establish a uniform and honest grade of all kinds of grain; and as the result the grain products of the country, like the government currency, will have a

current and par value, less cost of transportation from the Atlantic to the Pacific coast.

As to the wisdom of the policy of taking the inspection of grain out of the hands of the business men in charge of our Ohio Produce Exchanges and Boards of Trade, and placing it in the hands of the state, through the medium of its executive officer, who must depend upon others for knowledge as to whom he can intrust so important a duty, it may be seriously questioned. Under the only similar law now in existence in any of the states (that of Illinois) the income of the inspection department for the year of 1885 at Chicago fell short of its expenses \$20,000; and that its future income will continue to be a tax upon the state is generally admitted.

One of the important reasons for the shortage is stated by one of the Chicago papers to be that large amounts of grain for home consumption was sold and delivered to purchasers on their own inspection, a practice becoming quite common at most of the Western grain centers. The question may be seriously considered by your committee, that in view of the immense grain traffic at Chicago, the state's management of the inspection department does not pay; is it possible to avoid the conclusion that the system at Toledo, under state management, will impose upon the general revenue a yearly tax to make good the deficit?

I beg leave to hand you the published tables of grades of grain governing its inspection and issued by authority of the state of Illinois for the city of Chicago; also the Chamber of Commerce, Boards of Trade, and Produce Exchanges of Milwaukee, Cincinnati, St. Louis, Kansas City, Duluth, Detroit and Toledo; and respectfully ask at the hands of your committee a careful examination in detail, to the end that you may see that, so far as the grain producer of Ohio is concerned, that his property interest in all grain shipped to our city is better protected than at any other Western wheat center.

The political aspect of the bill, if it should pass, is such that, no matter which party may be in power, the political friends of the executive would surely hold the inspection position. These changes will necessarily follow each change in the state government; the result of which will work disastrously to the grain producer, the shipper, the grain merchant of our city, and lastly and possibly not the least, the state of Ohio.

I have had the honor to have been one of the directors of our Produce Exchange since its organization, more than ten years ago; and to my knowledge the question was never agitated, as to the political sentiments of any officer of our Board in the inspection or any other department, connected with the business management of the Board. The only wise and business-like question ever propounded to any applicant was, is he honest, faithful, competent, and will he, under his oath, discharge his whole duty with impartiality? I am authorized to say, by the largest grain shipper in the United States to the seaboard from the Western states, that the Illinois warehouse and inspection system has destroyed the winter wheat market at Chicago; and that the organization with which he is connected, and which owns and controls two large grain elevators in Chicago, with a capacity of 2,500,000 bushels, has, in its efforts to hold the winter wheat trade at Chicago, expended \$40,000; and, too, further says, that if the bill now under consideration passes into a law, the winter wheat market of Toledo will be transferred to Detroit, Mich.

There is to-day invested in grain elevators in the city of Toledo \$2,400,000; on which sum state and municipal taxes are yearly collected. In the absence of business, which will inevitably follow the passage of the bill under consideration, by removing the winter wheat grain center from the city of Toledo, as a consequence the large yearly taxes now paid upon the property here will be lost to the state and to the city of Toledo, with no resulting benefits to any citizen of our state. In connection with this subject of grain inspection, so far as it relates to and becomes a matter of interest to the grain producer of Ohio, it is proper to say for your information that the heretofore legitimate grain commission business of the merchants of our city is an occupation of the past; and now more than 90 per cent. of all the grain shipped yearly to our city is purchased direct of the producer and local country dealer and sold for further delivery to the seaboard merchant or other grain dealer for milling purposes.

Of the gross receipts of grain at Toledo it may also be stated, that not one twentieth part is produced by the farmer of the state of Ohio; so that you can clearly see

and comprehend that the capital used and the energetic efforts put forth by the grain merchants of Toledo in drawing the cereal products of the country from other states, adds largely to the tax duplicate of our state. In destroying this large business you will as a matter of course have to tax other industries to make good the deficit so made, without any compensating benefits to the grain producers of our state, in whose interest and for whose benefit this bill is proposed to be passed.

Another fallacious plea, offered as a reason for the passage of this bill, is that of mixing grain. If you will carefully examine the published authorized grades of grain issued by the various Boards of Trade and Produce Exchanges and the state of Illinois, you will easily see that they provide all required penalties, and throw about the mixing of grain all necessary safeguards, to protect the interests of the producer, the dealer and the consumer.

No grain producer or dealer in the country will deny the fact that grain is now and has been mixed on every farm and by every dealer in the land.

It is an undeniable and almost universal fact known to all grain merchants and dealers where the farmer has sown his usual yearly amount of wheat in different fields, or where the amount sown covers an area of twenty acres or more in a single field, that when he comes to harvest the crop he will meet with different grades or qualities. What does he do? If he finds that by keeping the grades so raised separate he can realize more money, he will do so; if he finds, on the other hand, that he can realize more money by carefully mixing the different grades, he will most surely do so. No one is injured by this system, as the wheat when placed before the expert buyer for milling or other purposes is given such inspection as it is entitled to.

The means and appliances at the disposal of the partially educated buyer or dealer, such as the grain testing scale, his eye, and sense of smell are such as to prevent him from making any mistake or of being imposed upon or defrauded.

All in the grain trade know, particularly millers, or dealers in wheat, as they buy it promiscuously throughout the country of the farmer or local dealer, that, before it is put under the millstone or crushers it passes through blowers, separators or cleaners. The only question with those thus engaged is as to whether the additional cost of so cleaning by the removal of the dirt and the small and imperfect grain will pay. That the miller and consumer of wheat are protected through all the devices now in use, which improve the quality and grades of wheat, none will deny it.

Were it not for the machinery now so extensively in use in handling and cleaning the large clover seed product of the West, the farmer and consumer would, to his disgust, find his clover field filled with the vilest of weeds, notably such as the Canada thistle.

No farmer, dealer, or grain merchant, or consumer, who has given this subject of improving the grades of wheat, through the various devices now in use, such as the blower, cleaner and separator, but a casual thought, can but feel satisfied that it is a benefit alike to the producer, dealer and consumer.

Now, as to the other phase of the bill under consideration, so far as it relates to the warehouse charges on grain, the only plea for regulating the charges that can be offered as a reason is that the elevator charges in Toledo are oppressively high and arbitrary.

In answer, I have to say, that the elevator charges in our city are as low, and even lower than those in many of the grain centers of the West, notably such as Chicago, Milwaukee, Duluth, St. Louis, Kansas City and Cincinnati.

The published rates at Toledo are one cent per bushel on all kinds of grain for elevation and storage for the first ten days, and $\frac{1}{4}$ of one cent per bushel for each succeeding ten days during the season of navigation, and for winter storage from Dec. 1 to April 20, four and two-thirds months, a charge of 2 to 2 $\frac{1}{2}$ cents per bushel, as against 4 cents charged for like time and service by all the Chicago grain elevators.

With this plain statement of the storage charges in Toledo, no intelligent business man in the grain trade nor the producer can possibly claim that it is above what it ought to be when the amount of capital invested and the cost of operating the elevators are considered.

In the past, three-fourths of the grain shipped to or purchased by the grain merchants of our city and stored in the elevators at Toledo has gone forward during the season of navigation, by lake vessels to Buffalo, and thence by the Erie Canal to the seaboard; and, as a re-

sult, has been the means of holding a large vessel interest, subject to the commercial wants of Toledo; thus adding another important item to the taxable property of our state, which, with other taxable items, above recited, will be lost to our state if Toledo is to lose its grain trade, which I have no hesitancy in saying it will, if the bill under consideration be enacted into a law.

It is admittedly true that the volume of the grain trade of Toledo, during the past three years, has been materially reduced; but no intelligent man, at all conversant with the causes which have produced such results, will claim for a single moment that it is the result of a dishonest, unfair or corrupt inspection system, or unreasonably high elevator charges in force and under the management of our Toledo Produce Exchange for the past twenty-five years; and I may here be pardoned in saying that our Produce Exchange, as an organization of honorable and high-minded business men, are admittedly the peer of any similar organization in the United States; and further, that its financial record stands as high as that of any of the Boards of Trade, Chambers of Commerce, or Produce Exchanges, East or West, in this country. And I may be further pardoned in saying that, as an organization, it is notably the only one in the West which has made a record of success.

Since its organization the Toledo Produce Exchange has placed upon the tax duplicate of the city of Toledo a business property at a cost of \$160,000, where it will stand, subject to a tax levy for the support of your state and our municipal government for all time to come; and I submit that, under the state of facts herewith presented, the state, in all justice, should not enact any law looking to the crippling of a business that has been built up through the enterprise and energy of the business men composing our Produce Exchange; especially since the reasons assigned for the passage of the bill are professedly to protect the Ohio grain producer against unjust inspection and unreasonably high warehouse charges, have no foundation in fact.

The Produce Exchange organization of Toledo has, through the energy and honest business effort of its members, largely added to the wealth of the state, while having under their supervision and charge the inspection system of grain; and there seems to be no plausible or justifiable reason why such management should be transferred to the state, where you as business men and legislators so well know the service can not be as well, fairly, impartially and economically performed under state management as under and through a set of business men who have for a lifetime been reared and educated in the grain trade.

All which, in behalf of members of our Produce Exchange and dealers in grain of the city of Toledo, I have the honor, with great respect, to submit for your careful consideration.

ABNER L. BACKUS.

Mr. Chairman and Gentlemen of the House Agricultural Committee:

The necessity for systems of grading grain at points of large concentration in this country is the outgrowth of the rapid and enormous increase in the production and surplus of grain moving forward to such points by railway cars. Many of these large grain centers in our country have grown up rapidly, and some of them exceed all others in the world, in the extent of their grain commerce.

With the great increase in the trade and exchange of grain new methods became indispensable to the prompt performance of the increased details. The first step in this improvement was a more rapid transfer from cars and canalboats, and a more rapid delivery to lake craft; and the steam elevator of large capacity was the result. These elevators became at once the depositories of grain from the cars of various railroads and canals, whose lines reached and transported the surplus of widely separate states, and differing qualities and values of grain. To concentrate in one mass differing grades and values of grain would be an outrage upon the producers of the higher grades, and the separation by ownership and sales by samples would impose a detail impossible to be performed, and an expense greatly in excess of present methods.

The inauguration of a system of inspection and grading of grain, and of usually storing together the grain of various sections corresponding to one grade, was an absolute and imperative result of the exigencies of the growing traffic. It would be quite impossible now to transact the business by the old methods of dealing and

grading. Greatly increased numbers of persons would be required to meet the vast increase of detail. The grading of grain has overcome these difficulties. The dealer or buyer of the Western producer knows exactly what is the value day by day of the grain he purchases, and generally the producer himself knows as well. A fair system of grading grain, in my judgment, results in the greatest benefit to the best agriculturists, by giving him the benefit in price for a superior grain. I desire to give accent to this feature of the system, because it has been attacked as a meaningless one. If a system of grading grain according to quality and condition is worth anything in any particular, it is valuable because it separates the best from the poorest grain, and gives to its producer its fair relative value. The purchaser on the seaboard for export, and the foreign importers, are alike well informed of qualities and values; of qualities because these standards are well known. The necessities of trade have approximated these grades toward general uniformity in all markets, and now numbers and descriptions of grain made by one Exchange are well recognized on other Exchanges in America, England, and the Continent of Europe.

Thus much I have felt called upon to say in defense of a system of inspection or grading of grain. Doubtless you all understand it better than I do, but it is sometimes well to reproduce from our memory such facts as we want to use, and I reproduce these facts, knowing that they are not entirely in the line of a logical discussion of the real question before us, but are collaterally important.

The point before this committee is, whether a system of inspection of grain conceived by the experience and skill of experts in grain, and managed by the watchful eyes of those who participate, not alone in the results to themselves and their customers of the inspection, but also in its loss or profit to themselves as a financial venture or system, is a better method of serving the great ends of such system, in results spreading all over the great winter wheat belt of our country, than to place it under the care of the state and corps of officials responsible for their acts of to-day to a governor of a state at a long distance, or a possible legislative committee of investigation six months hence.

The question furnishes its own natural unequivocal response. It is simply preposterous. It seems to me one of the questions in this life which has but one side to it. Accountability, strict and swift, to those next in command, is the potential influence that touches and animates the holder of any office of trust and responsibility.

The system of grain inspection at Toledo corresponds with that in use at all other grain marts of this country: New York, Baltimore, Philadelphia, Albany, Detroit, Milwaukee, Duluth, St. Louis, Minneapolis and St. Paul. Chicago only has a system under the management of the state. The governing motive in taking it from the charge of the trade organization of Chicago was cupidity, and its management has been a dead financial failure. To illustrate: The Chicago Board of Trade was managing the inspection department of their business with watchful frugality, was saving some money out of it, at an inspection fee of 20 cents per carload into, and the same out of the elevators. A carload will average 750 bushels; of corn, 550 bushels; barley, about 650 bushels; rye, 550 bushels, and wheat, 500 bushels. I think the average is 600 bushels. This inspection fee equals one-third of a mill per bushel. Some discontented dealers pooled in with the politicians and succeeded in wresting the system from business management to state political management; and what is the result? After the Illinois warehouse law was passed, the receipts of grain at Chicago enormously increased from the natural growth of surplus of the country until within the past two years. During the first named period the inspection fees were advanced to 30 cents into and 30 cents out of elevators, an increase of 50 per cent; and last year the receipts were inadequate to pay the expenses by the sum of \$20,000. I believe the inspection into store last year was 25 cents, and out of store 30 cents. Thus I show you what I have charged against the state management at Chicago, and repeat that the motive was cupidity and the management a failure.

Again, the state management at Chicago has not relieved the system from complaints, and no system of inspection ever did or ever will. I have lived more than 65 years, and, like the prophet Balaam, the son of Beor, I have had my eyes open, but I have never seen perfection in this world. In the newspapers, and by dealers

at Chicago, their inspection is charged with indifference to the interest of the city and of the grain trade there. Have federal or state officers ever been notorious for devotion to duty, compared to agents or officers employed by private interests? It is charged, and this is frequently repeated, that the standards of grain are kept too high, and that grain in consequence is deflected to other markets, and that the officers do not feel an interest in the business of the city.

Mr. Chairman, I have been more or less connected and entirely familiar with the inspection of grain in Toledo since its commencement, 28 years ago. Of course, at the first everything had to be learned; but the system was improved from year to year until finally, and for a long period of years, it has worked as near perfectly as can possibly be expected from any human methods. It would be untrue to assume that our inspection has not been a subject of complaint at times. A Western shipper is now more or less a mixer of wheat and other grain. He makes a consignment of wheat to a Toledo commission merchant. The wheat, he believes, is within the grade of No. 2 soft wheat. On arrival at Toledo an inspector goes into the cars containing his wheat, and after probing it to the bottom of the cars, is satisfied that it is below the grade. By our system his judgment does not determine the question. The consignee has a right to appeal to a committee of five, who are dealers and receivers like himself, and who have the power, and generally the disposition, to reverse the decision of the inspector whenever the circumstances justify it. Can any one in this room suggest a method that tends more fully to protect the rights and property of shippers? For nearly ten years I have been in a position to know all about complaints concerning our inspection, and the working of our system, and I give you my judgment, unbiassed by one dollar of interest, that it has worked as near to even-handed justice as it is possible to expect.

As a fair sample of complaints that have been made during the past winter let me state that one or two houses have thought our standard of No. 2 corn was too high, and that in consequence Detroit was a larger receiver of corn, for a while, than Toledo. It is unnecessary to say to any of the committee that new corn in winter weather exhibits less dampness than it really has; and the grading of it, to go into store and remain until the opening of navigation, must be carefully done. Detroit has not, heretofore, been a point for corn business, and I presume their standard was purposely made below ours, or that of Chicago; and what is the result? The warm weather has come and Detroit grade of No. 2 corn is unsatisfactory to Eastern dealers, and they can not readily dispose of it. The reaction has come, which illustrates the wisdom of our system.

For the week ending Saturday last Toledo received 214,000 bushels of corn, and Detroit 16,500 bushels.

Section 10 of the bill before you proposes to appoint an inspector in chief, whose term of office shall be for two years, and who can be removed upon what is called "reasonable and satisfactory proof of maladministration or malfeasance." By our system the inspector's office can be declared vacant any day or hour of the day. He gives a bond for \$2,500 for the benefit of whoever is wronged by him or his subordinates, and every deputy gives a bond.

One object of the bill is stated to be to prevent mixing of grain; and Sec. 22 recites that no warehouseman shall mix different grades together. But that furnishes no protection against it, for the reason that Sec. 3 makes it the duty of every warehouseman to receive for storage all grain tendered him in the usual manner, and such grain is to be inspected. Well, suppose one of you is a warehouseman and you have two kinds of grain, wheat, if you please, in store. There are, say, 5,000 bushels of No. 2 wheat and 5,000 bushels of No. 3. You own this wheat and desire to get a higher grade on the No. 3. You run the No. 3 wheat through a blower and take out the dirt, and then load both grades into canal-boats and send it to another elevator for storage. You ask for an inspection of it, and the grade made, after the process of cleaning and mixing, comes within the grade of No. 2; and if so, no inspector can refuse it. And suppose there were no Section 3; any man has a right under our system, which is regulated by state law, to demand an inspection of his grain anywhere in the county, and our inspectors now go nine miles, occasionally, upon demand to inspect grain.

The multiplication of railway lines in this country, and the consequent destructive competition, has seriously depleted the business of the lake ports. The rate per

mile from the states west of us to the seaboard is so much less than to the lake ports that grain naturally seeks through shipment. This condition of the great question of transportation has reduced the grain traffic of Chicago and Toledo very greatly. With the utmost economy our receipts from inspection fees this year are \$300 less than the expenses. You pass this bill, with its salaried registrar and salaried committee of inspection, and the state will lose \$5,000. The alternative will be an advance of inspection fees to a point that will handicap the business and send it to competing points and competing states.

Why does the great state of Ohio propose to go into the business of inspecting grain? What is the demand for it? Nothing whatever but a mere shadow of restless complaint.

We have been prosecuting this business at Toledo under the sanction of Ohio laws for years, and it will prove a great mistake to load our trade down, for which we now have to fight inch by inch, with this lengthy, cumbersome, needless enactment.

There is one more point, and I have done. You know—every man whose eyes are open knows—that the tendency in all branches of business is towards concentration, or aggregating it in few hands. The grain trade is not exempt from this feature, and Toledo is not an exception. The receiving of grain is in fewer hands year by year. The competition from all points is close, and every cent is saved that can be saved. St. Louis, with the cheap transportation of the great river, is on one side, and Detroit on the other. Two of the large concerns at Toledo have their own inspectors, and any increase in the fees will at once deplete the receipts. The bill, I assure you, comes too late. Six to ten years ago it would have supported its expenses, but it never will again.

As the states of Indiana, Illinois, Missouri and Kansas grow wealthy, the tendency is to feed the corn and oats on the farm, and manufacture the wheat; and the product will reach us in cattle, hogs, and flour, and not in grain. May I not, with great respect to this committee, propose that they lay aside this bill, and report to the House a bill to regulate railway traffic within this great state that shall tend to protect its citizens from unjust discriminations, and restrain these corporations from daily violations of their franchises, charging producers and dealers one rate per mile in one section and a greatly excessive one in another; and more—charging a much less rate per mile on ten cars, on the same road perhaps, than for 100 cars. New York has such a law, and I commend it to your consideration.

It is not inspection at a cost of one-third of one mill per bushel that is the matter. It is a much more important question that now demands the aid of your committee and the general assembly.

All which is most respectfully submitted for your careful consideration.

DENNISON B. SMITH.

Bread costs as much in this country now as it did when wheat was a dollar a bushel. The bakers are slow to hear of a fall in the price of wheat. It is a curious fact that bread is always an average of about two cents a pound lower in Europe than it is in America.

The time of maturing and the productiveness of various kinds of corn has been thoroughly tested by the Ohio Experimental Station, under the direction of Prof. Lazenby, with the following result: Of the flint varieties the large yellow were found to be the most prolific, yielding 70.9 bushels to the acre, the white flint only 55.9 bushels per acre. Of the yellow dents Robinson's Golden yielded 112.5 bushels to the acre; Chester County Mammoth, 111.5; Farmers' Favorite, 105; Illinois Premium Dent, 99.3; Munn, 96; Golden Beauty, 95.5; Leaming, 84.3 and 88.7; Riley's Favorite, 83.9. Of the white dents Horsetooth gave 115 bushels per acre; Hampden's Prolific, 112.3; Hiawasee, 108.5; Watkins' W., 103.7; Robinson's Mixed, 102.6; Terrell's Mixed, 98.3; Bloody Butcher, 89.6; and Mammoth Superior, 86.3. The different varieties were all planted on May 19, and the earliest ripening were the flints: Waushakum, Aug. 20, with a yield of 45 bushels; Compton's Early, Longfellow, Golden Dewdrop, and King Philip each Aug. 25, yielding respectively 36, 51, 50, and 40 bushels. Of the yellow dents, Leaming ripened on Sept. 6 and 12; Riley's Favorite and Farmers' Favorite, Sept. 12; Mammoth Superior and Hampden's, Sept. 15; Chester County Mammoth, Terrell's and Bloody Butcher, Sept. 15; Watkins', Sept. 17; Hiawasee, Sept. 23; Robinson's, Sept. 24, and Horsetooth, Sept. 25.

INCIDENTALS.

The wheat harvest commenced in the vicinity of Cairo, Ill., June 7.

A kind of white blight is reported in the wheat in many parts of California.

Azow wheat, recently imported from Russia, is said to be doing splendidly in Manitoba.

Chinch bugs are on hand by the millions in Butler county, Kan., so says the *Eldorado Times*.

In many districts of Eastern Washington the increase of the wheat acreage is said to be 100 per cent.

A bunch of seven-headed wheat, 7 feet 3 inches in height, was exhibited recently in Stockton, Cal.

The Hessian fly and cut worm are reported as playing havoc with crops in Fayette and Allen counties, Ohio.

W. M. McGarrah, living about seven miles from Americus, Ga., commenced harvesting his wheat May 28.

The wheat acreage in Minnesota is 5 per cent. larger than last year; in Dakota it is from 15 to 16 per cent. higher.

Chas. H. Teichmann, of St. Louis, Mo., on June 7 received the first samples of fine, new wheat from Monroe county, Mo.

With a continuance of the present favorable conditions our next wheat crop will probably aggregate 465,000,000 bushels.

The area sown in wheat in Manitoba this year is 450,000 acres, which, it is estimated, will produce 11,250,000 bushels of grain.

Owing to the drouth the corn crop of Louisiana will probably be 50 per cent. less than last year, and the oat crop 75 per cent. less.

Upwards of 5,000,000 bushels of grain is at present afloat between Chicago and lower lake ports, the greater bulk consigned to Buffalo.

The Indians of the Crooked Lake reservation have put in this year about 1,850 bushels of grain, chiefly wheat, and their crops look splendid.

For the year ending last November the Chicago elevators took into store only 43 per cent. of the total arrivals of grain in this city by rail.

It is estimated that 400,000 bushels of flax will be raised in Hutchinson Co., Dak., this season. The wheat acreage is greater than ever before.

A bunch of oats, 8 feet 3 inches in height, was recently exhibited at the office of the *Winters (Cal.) Express*; it had been grown near the above place.

Alarming reports were received the latter part of last month at Rockville, Md., of great ravages of the fly in the wheat fields throughout Montgomery county, Md.

In large sections of the North Dakota wheat belt the crop has been badly damaged by the frosts, and in some sections it will be nearly a total failure. So the bulls say.

A grain dealer of Fairbury, Ill., recently found in a load of corn taken in by his firm a lot of cobs, dirt, manure, sprouted corn, etc., enough to fill two bushel-baskets.

The Hessian fly is working such terrible havoc among the growing wheat in the neighborhood of Ligonier, Ind., that fears are entertained there will not be half a crop in that section.

The bucket shops at Little Rock and Hot Springs, Ark., have been closed. The State Supreme Court has sustained a ruling that the running of such place was a misdemeanor in Arkansas.

Over 1,000,000 bushels of wheat have gone to the St. Lawrence route this season in excess of the same period last year. Shippers believe this has been occasioned by the reduction in canal tolls.

The averages of wheat yield in Austria, Hungary, France, Germany, Great Britain and Ireland, and Netherlands range from fifteen bushels in Austria-Hungary to twenty-eight in Great Britain, and the average of all for five years is nearly nineteen bushels. Russia has an

area of nearly 31,000,000 acres, and yields scarcely eight bushels per acre. Other countries have an aggregate of about 29,000,000 acres and produce an average of eleven or twelve bushels per acre.

She was eating green corn from the cob, when her teeth became entangled with a corn silk. "Oh, dear," she said, "I wish when they make corn they would pull out the basting threads."—*Prairie Farmer*.

Prof. Dodge, statistician of the Department of Agriculture at Washington, computes this year's acreage of winter wheat at 24,727,087 acres, and of spring wheat at about 12,000,000 acres, making a total of 36,727,087 acres.

For the first five months of the calendar year the exports of wheat and flour expressed in bushels was 53,600,000 bushels; customs office valuation, \$56,158,573; corresponding period last year 67,500,000 bushels; valuation, \$67,500,000.

In Minnesota, Dakota, Nebraska, Iowa and Wisconsin the spring wheat acreage is estimated at 3,300,000, with indications that the average yield will be fully as large as that of 1884, when the total crop was 50,000,000, on 3,100,000 acres.

The Russian thistle, introduced by Mennonite immigrants from Russia with their first importation of spring wheat, is reported to be spreading rapidly on new lands of Dakota and Minnesota, and threatens to become a troublesome intruder.

William H. Boyd began business in Monroe, Mich., fifty years ago, as buyer and shipper of grain, clover seed, wool, produce, etc. He recently celebrated the fiftieth anniversary by a reception at his home in Monroe, many guests attending.

A Nebraska man who sent a lot of corn to Chicago has realized just five cents a bushel on it, as 22 of the 27 cents for which it sold went to pay for transportation and storage. Another man in the same state got \$165 for 550 bushels; \$147.50 went to the railroads.

One of the standing offers of the Des Moines (Iowa) County Agricultural Society is the neat sum of \$2,000, to be paid the inventor of a successful corn-husker. The machine must husk cleanly and thoroughly all the corn grown on twelve acres of ground in an ordinary working day, and require not more than one good team and three operatives to run it.

The life of the wheat scalper is not conducive to the development of unselfish inclinations, and no one realizes this more than the scalper himself. In evidence of this I saw, Wednesday, a telegram sent by a sarcastic Milwaukee bear to a Chicago correspondent. Here it is: "Rain clearing off; hopes entertained of another drouth."—*Milwaukee Wisconsin*.

The consumption of wheat per capita in Europe for food and seed averaged very nearly four bushels, varying from a single bushel in Norway to nine bushels in France. The yield for the last five years has been larger than for eight years preceding, and is now 1,218,000,000 bushels, an increase of 74,000,000 bushels. The rate of consumption and total population has slightly increased.

The farms of America equal the entire territory of the United Kingdom, France, Belgium, Germany, Austria, Hungary and Portugal. Her corn fields equal the area of England, Scotland and Belgium, while the grain fields generally would overlay Spain. One farmer, like Mr. Dalrymple, on a wheat field covering 100 square miles, can raise as much grain with 400 farm hands as 5,000 peasant proprietors in France.

Secretary Sims, of the Kansas State Board of Agriculture, estimates the winter wheat crop at 11,000,000 bushels, or 40 per cent. of five years' average. The spring wheat acreage is about the same as last year. Condition, 35 per cent. compared with the past five years. Corn acreage 11 per cent. above last year's; condition 102 as compared with the five years past. The oats area is large, but the condition not over 70 per cent. Rye is promising.

A Minneapolis elevator company, in a recent circular, develops a knowledge which might have proved valuable to Minneapolis parties a few weeks ago. It says: "During the past week the Chicago clique has had prepared another scheme to get into their net the tenderfoot, or outsider, by raising the price of wheat for four days from one to two cents per day and then dropping it of a sudden to its former standard. We don't think, however, that they succeeded in taking in as much money as they have been in the habit of doing. We are down

again now to about the lowest point reached on the crop, it having declined during the past two days about five cents per bushel."

The world's area of wheat this year (already harvested or now growing) is estimated by Prof. Dodge, of Washington, as follows:

Divisions.	Acres.
Europe.....	94,000,000
North America.....	40,500,000
South America.....	6,000,000
India.....	26,000,000
Australia.....	3,500,000
Africa and Western Asia.....	13,000,000
Total.....	183,000,000

Of Ira Holmes, whose wheat broke the market yesterday morning, it is said that four or five years ago he went into Lester's office, laid down \$1,000, all the money he could rake and scrape together, and gave an order to buy 25,000 bushels of wheat. In sixty days he closed his deals and was given a check for \$375,000. In five months he was \$750,000 winner—all from than \$1,000 beginning. This is said to be the fastest play ever made on the Board of Trade.—*Daily Business*.

The Chicago report of visible supply of grain shows the following for wheat and corn in bushels:

	Wheat.	Corn.
April 24.....	44,554,892	13,588,142
May 1.....	43,249,007	11,799,200
May 8.....	41,896,898	10,621,901
May 15.....	39,400,501	9,818,193
May 22.....	37,814,315	7,897,292
May 29.....	34,888,687	6,067,935
June 5.....	38,465,539	8,561,586
June 6, 1885.....	41,270,432	5,048,844

These figures show a decrease of 1,423,128 bushels of wheat for the week, and an increase of 793,651 bushels of corn.

The following shows the exports of wheat and corn, including wheat in flour, from all American ports and Montreal from Sept. 1 to May 29, for the years named:

	Wheat.	Corn.
1885-6.....	64,981,000	50,017,000
1884-5.....	97,172,000	40,760,000
1883-4.....	79,191,000	29,194,000
1882-3.....	108,607,000	31,928,000
1881-2.....	92,500,000	24,280,000
1880-1.....	128,610,000	58,610,000
1879-80.....	130,472,000	74,708,000
1878-9.....	111,454,000	60,698,000

In commenting upon the outlook for the Iowa corn crop this season the *State Register* says: "It is the general opinion that there is an increased acreage, and with favorable weather during the corn season, Iowa will exceed last or any previous year in a corn crop. With a large crop in all of the corn belt, it will be cheaper this fall than it has been since 1860. But the farmers must prepare to feed their corn. And it is well to be looking after this question while the present crop is maturing. And it is unwise for all to go into either hogs, cattle, horses, or sheep. But there is more money in either kind of stock, though very low, than in selling the corn at railroad stations."

The stocks of wheat and corn at twenty-one leading interior and seaboard markets, east of the Rocky Mountains, in transit from the West to the seaboard, and afloat on the ocean, destined for Great Britain and Continental Europe, on dates named, were as follows:

	Wheat, bu.	Corn, bu.
Total, May 31, 1886.....	59,369,000	11,588,000
Previous week.....	61,014,000	10,887,000
Total, June 1, 1885.....	66,947,000	7,373,000
Total, June 2, 1884.....	39,546,000	10,935,000
Total, June 3, 1883.....	41,705,000	17,334,000
Total, June 4, 1882.....	31,667,000	12,742,000
Total, June 5, 1881.....	39,478,000	17,702,000
Total, June 6, 1880.....	42,420,000	23,048,000

This includes Minneapolis and St. Paul for 1884-6, but not for previous years.

Chicago elevators contained last Saturday evening 8,300,929 bushels of wheat, 2,301,285 bushels of corn, 375,904 bushels of oats, 17,781 bushels of rye, and 30,663 bushels of barley; total, 11,024,562 bushels of all kinds of grain, against 15,764,216 bushels a year ago. During the last week our stock decreased 196,625 bushels, including an increase of 57,220 bushels of wheat and 162,864 bushels of corn. For the same date the Secretary of the Chicago Board of Trade states the visible supply of grain in the United States and Canada as 32,458,681 bushels of wheat, 9,387,290 bushels of corn, 2,595,298 bushels of oats, 304,328 bushels of rye, and 244,476 bushels of barley. These figures are smaller than the corresponding ones a week ago by 1,006,858 in wheat, and larger by 525,704 in corn. The visible supply of wheat for the corresponding week a year ago decreased 393,362 bushels.

ELEVATOR AND GRAIN NEWS

Minnedosa, Man., will have a brewery.
 Republic City, Kan., wants an elevator.
 A. B. Brant, grain dealer, Attica, Ohio, has sold out.
 Lane Bros., grain dealers, Lone Tree, Iowa, have sold out.
 A new elevator is being built at Jamestown, Cloud Co., Kan.
 Ardoch, Dak., farmers will build a 30,000-bushel elevator.
 The new elevator at Moosomin, Man., has been finished.
 Hill, Ewing & Co., grain brokers, St. Louis, Mo., have dissolved.
 Smith & Prince are building an elevator at Jamestown, Kan.
 The Farmers' Alliance at Aurelia, Iowa, will build a grain elevator.
 Sanborn & Patten, grain dealers, Robertson, Iowa, have dissolved.
 A local company will build an independent elevator at Treherne, Man.
 The elevator at Alton, Minn., will be removed to Woodston, Kan.
 H. M. Power will build a 20,000-bushel elevator at Whitewood, Can.
 The receipts of wheat at Duluth, Minn., last year were 16,000,000 bushels.
 The Farmers' Association of Garfield, Minn., will build a warehouse.
 At Greta, Man., 350,000 bushels have so far been marketed this season.
 G. W. Van Dusen & Co. have just completed a new elevator at Clark, Dak.
 S. H. Hubbell & Co., grain dealers and millers, Monticello, Ill., has assigned.
 J. L. Sheppard, of Charleston, S. C., is about to build a rice mill and granary.
 W. F. Bryan has retired from the firm of Fifer & Co., grain dealers, Peoria, Ill.
 West Bros., grain dealers, Kansas City, Mo., have closed out their business.
 Townner & Gates have commenced work on a new elevator at Hayes City, Kan.
 Freeman & Reuter are erecting an 18,000-bushel elevator at Belleplaine, Minn.
 S. T. Clark has retired from the grain firm of L. J. Cox & Co., of Baltimore, Md.
 Muller & Worcester, grain commission merchants, Detroit, Mich., have dissolved.
 The Canadian Pacific R. R. will build a 250,000-bushel elevator at Toronto, Ont., this year.
 The North Dakota Elevator Company is building a large elevator at Grand Rapids, Dak.
 A. L. Cummins & Co., grain and commission merchants, Memphis, Tenn., have assigned.
 A. H. Smith will build a 10,000-bushel elevator in connection with his mill at Shoal Lake, Man.
 The Greenleaf (Kan.) Elevator Company is about erecting an additional building to their elevator.
 Rider, Somers & Co., hay and grain dealers of San Francisco, Cal., have dissolved partnership.
 G. W. Goodale, of Concord, Mass., will establish a starch manufactory at Marshalltown, Iowa.
 Rohlf & Kraemer, grain dealers, New Holstein, Wis., have dissolved. Each continue in the business.
 M. E. Miner, grain and feed dealer, Cedar Rapids, Iowa, has admitted S. G. Morgan to partnership.
 One-third, or about 80,000,000 bushels of the 1885 corn crop of Iowa is said to be still in the farmers' hands.
 Frank Lower & Co., of Council Grove, Kan., contemplate putting up an elevator at Hope, Kan., this season.
 H. M. Boorman & Co., grain dealers, Lorah, Iowa, have dissolved, and are succeeded by Foote & McCormack.
 W. Hayden is building an elevator at Tecumseh, Mich., which will hold 20,000 bushels of grain when completed.
 Bradt & Watson, elevatormen of Newton, Kan., have dissolved partnership. The business will be continued by Mr. Watson.
 The new 600,000-bushel elevator, owned by the Canadian Pacific R. R. Company, has been completed at Montreal, Can.
 Lack of cribbing facilities has hitherto caused the loss of one-half the corn crop in Butler county, Neb., says the Omaha Bee.
 A large grain elevator is to be built at Fairmont, Neb. It will be 100x200 feet, the elevator portion to be 40x100 and 120 feet high, and the storage room 64x100 and 55

feet high. The elevator will store 250,000 bushels of grain and will cost \$50,000.

Wolsley, Can., will give Messrs. Gill a bonus of \$4,500 for a 50-barrel mill and a 20,000-bushel elevator, to be erected at Wolsley.

Of the 2,917,000 bushels of corn raised in Woodford Co., Ill., last year, 729,000 bushels were still in the farmers' hands on May 1.

Sherman Bros. will erect a large grain elevator, with a capacity of 225,000 bushels, at Buffalo, N. Y., for grain received by the Lake Shore Road.

P. Potier and C. Gervais, two Frenchmen, were recently arrested at Fargo, Dak., on the charge of selling 500 bushels of mortgaged wheat.

The Hamburg Distilling Company will at once build a large grain elevator at Pekin, Ill., which will have a capacity of 70,000 bushels of grain.

Valentine Imig, Sr., has purchased Mr. Hart's interest in the grain and lumber firm of Hart & Buehrig, Minier, Ill., and the firm will henceforth be Buehrig & Imig.

The Nebraska Warehouse Company has been organized at Fullerton, Neb., with a capital stock of \$50,000. The company proposes to erect warehouses with an aggregate storage capacity of 250,000 bushels.

The St. Anthony and Dakota Elevator Company has filed articles of incorporation. The capital stock is \$300,000, with \$500,000 as the limit of indebtedness. John Crosby, Wm. H. Dunwoody and Frank H. Peavey, all of Minneapolis, Minn., are the incorporators.

Mills & Yates, wheat commissionmen, of Minneapolis and Duluth, failed June 9, the failure having been caused by the loss of about \$10,000 on a wheat deal of the Duluth branch of the firm. Mr. J. D. Mills, on being questioned, said that the Minneapolis house would suspend for a few days, but would resume business after that.

The Pennsylvania R. R. Company has begun the erection of a large flour warehouse at Philadelphia, Pa., which will be 85x180 feet and five stories high. The building will be leased to a corporation to be known as the Merchants' Storage Company, with a capital stock of \$125,000. The warehouse will cost \$150,000, and is to be finished by Sept. 1.

W. W. Cargill & Bro., extensive grain buyers at La Crosse, Wis., have purchased of Van Dusen, Elliot & Co. the property of the Lenham Elevator Company, that failed recently, consisting of six elevators on the Cooperstown branch of the Northern Pacific R. R. Messrs. Cargill expect to handle 1,000,000 bushels of grain on their new line this year.

Reports of the agricultural department to the lower House of Congress say the wheat crops of India, Australia, and South America, already harvested, are 32,000,000 bushels less than last year, while the product of the United States promises to exceed last year's yield by fully 100,000,000 bushels. The wheat in the United States May 1 last was 104,000,000 bushels, against 152,000,000 bushels in 1885.

The International Elevating Company has been formed at Buffalo, N. Y., to erect and operate an elevator at Black Rock, Pa., with a storage capacity of 500,000 bushels and capable of unloading four cars and one vessel at a time. Work will be commenced at once, and the elevator is to be in running condition by Sept. 15 next. F. A. Bell is the president, E. C. Hawks the vice-president, Chas. A. Gould the secretary, George H. Lewis the treasurer, and Stephen F. Sherman the general manager of the new company.

On June 1 the failure was announced of Turner & Belamy, extensive grain dealers, with headquarters at Nashua, Iowa. Their liabilities were put at from \$70,000 to \$100,000, one-half of which was supposed to be covered by assets. They have been running a large number of elevators, including those at Dubuque, Charles City, Nashua, Osage, Orchard, Mitchell, St. Ansgar, Mona, all in Iowa, and at Lyle, Walton, Austin, Dodge Center, West Concord, Kenyon, and Spring Creek, in Minnesota. The assignment was caused by unfortunate wheat speculations. The preferred creditors of the firm are Foss, Strong & Co., of Chicago, Ill.

According to the reports of the 600 correspondents of the Illinois State Board of Agriculture the Illinois corn crop of 1885 of 230,922,298 bushels exceeded the average crop of the state for ten years by more than 3,000,000 bushels. The amount of old corn on hand on May 1, 1886, was 142,175 bushels more than the average supply on hand at any corresponding date in seven years. The aggregate number of bushels of old corn reported, still in the possession of the producers May 1, 1886, was 57,107,027. In 1885 there was on hand at the corresponding period a little more than 50,000,000 bushels; in 1884, 39,000,000; in 1883, 43,000,000; in 1882, 37,000,000; in 1881, 72,000,000; in 1880, 99,000,000.

At a recent meeting of the grain shovellers of Buffalo the following officers for the ensuing year were elected: President, Michael Canny; vice-president, John Clifford; secretary, P. O'Neil; financial secretary, Jeremiah Meighan, and treasurer, James Connors. The "Shovellers' Union" was organized in 1878 with John Mahoney, since deceased, as president, and has always held its meetings in the same hall. The membership this year borders closely upon 1,000. The union rates for 1886 are \$4.50 per 1,000 bushels deck loads and fantails to go to the men; sailing vessels \$4 per 1,000; trimming grain in cars, 10c. per hundred bushels. Canalboats are rated at \$1.25 per 1,000, and \$10 per 1,000 is charged for wet or damaged grain; \$8 per 1,000 is charged for the propeller Nyack. This season the shovellers handled 17,

000,000 bushels of grain up to midnight on June 4. The members have worked in the following elevators: Erie, Niagara, H. & B., Tift, City, Wheeler, Marine, Wells, Sturgis, Wilkinson, Flaxseed Elevator, Connecting-Terminal, Brown, Richmond, Watson, Bennett, Evans and Swiftsure. The named elevators have a capacity of 7,000,000 bushels, and those who are capable of judging predict a prosperous season for 1886. The two best years for the union on record were 1878 and 1880, and the present season bids fair to eclipse both. Upon the arrival of the Chicago grain fleet at Buffalo this season 800 men were set to work at once and have been kept busy ever since.

Fires, Casualties, Etc.

Bodwell & Allen's elevator, at Pittston, Me., burned June 7.

Jesse B. Wheeler, the inventor of caloric grain dryers, is dead.

Holland's elevator, at Weeping Water, Neb., has burned. Loss \$2,500.

J. L. Johnson, of the firm of M. Johnson & Son, grain and lumber dealers, Ogden, Iowa, is dead.

David Litten's grain elevator, at Brookville, Ohio, has been destroyed by fire. Insurance not stated.

Peavy & Co.'s elevator, at Jordan, Minn., has been burned, with 35,000 bushels of wheat. Loss on elevator \$20,000.

Crigler & Crigler's distillery, at Stamping Ground, Ky., burned May 27 with 1,500 bushels of grain. Insurance not known.

C. A. Vincent, grain dealer, Odell, Ill., suffered damage to the extent of \$2,000 from the storm which devastated that region.

Woodpeckers recently pecked holes in the side of P. C. Staley's elevator at Waterville, Kan., and several bushels of corn ran out.

The Minneapolis & St. Louis Elevator, at Leland, Iowa, with its contents, was burned June 12. The loss is covered by insurance.

J. B. Hirth, who served for several years as grain inspector in the Peoria, Ill., Board of Trade, was recently killed by the cars at Lincoln, Ill.

Three bins containing 1,700 bushels of corn gave way recently at Hillhouse & Co.'s elevator, Glasco, Kan., letting the contents down on the next floor.

The West Bend Brewing Co.'s establishment, at West Bend, Wis., had a narrow escape May 24 from being destroyed by fire. The damage was very slight.

O. T. Brown's elevator, at Cortland, Neb., burned to the ground June 13 with all its contents. Loss about \$8,000. The fire was supposed to have been the work of an incendiary.

THE GRAIN BAG SYNDICATE.

The bag market, as is perhaps pretty generally known by this time, is in the hands of a syndicate, which, from present indications, will control prices until after harvest. In one month spot prices for Calcutta wheat bags have been advanced from 6 to 10 cents. A month ago there was every prospect that the cereal crop of the state this year would be one of the heaviest ever grown in California. There has been no interference with that prospect, and it is now known with almost absolute certainty that the yield will be the largest ever harvested by any state in the Union. Reliable crop reports from twenty-nine counties indicate a yield of 35,450,518 centals of wheat and 18,633 140 centals of barley. These figures represent nearly 3,000,000 tons or nearly twice as much grain as was produced in the best year the state has ever had. With the requirement of fifteen bags to the ton, 45,000,000 bags would be needed to sack the wheat and barley crops, to say nothing of the quantity needed for oats and corn. Though there are some old bags (to Liverpool and return) in the market, it is clear that the syndicate may rest perfectly confident in the security of its position. The farmers must have the bags, and taking the season's importations, the product of the local mills, and the stock of old bags altogether, it does not seem that there will be any surplus of their requirements sufficient to affect the present tendency of the market.—California Grocer.

The Armours, by the way, are the last people in the world to disregard dreams and visions, for it is related that they made their first money on information obtained in that way. While Phil Armour and Plankinton were yet modest butchers in Milwaukee, the former had a dream in which was indicated to him a line of operations in which there would be a large profit. He related his experience to his partner the next morning, and received the answer, "That's just what I've been thinking for a week." The pointer was followed up and resulted in a profit of nearly a million, which was divided between them, and was the foundation of the immense Armour fortune.—Pioneer Press.



A company is being organized to construct a ship canal across Long Island at a cost of \$400,000.

It is evident that a crisis is at hand in the history of the Erie Canal. The Legislature passed a bill appropriating \$1,200,000 to double the length of five locks on the Erie and three on the Oswego Canal to hasten the trips of east-bound boats. At the hearing before the Governor all the speakers but one favored the bill, but the Governor was apparently against it, as he is from the southern tier of counties. The inhabitants of those counties think that the canal has served its purpose, and as they hold that they do not realize any benefits from it they do not desire to be taxed for the improvements.—*Marine Record*.

The waterways for inland navigation of England amount to 4,332 miles, of which 2,918 are canals proper. Of these canals, 1,530 miles, and these the most vital to the system, are owned by the railway companies, either by purchase or lease. Thus by charging a prohibitory toll upon the through water traffic, which must pass through the canals owned by themselves, the railways effectually stop much of the competition. If we add to this the obstacle of want of uniformity in width of locks and in depth of water, we can conceive of the restlessness of the English trading public, who see great relief in a good canal system, which seems only just out of reach.

The present dullness in lake grain freight at Chicago, says a New York paper, is partly attributable to the difficulty shippers meet with in getting their stuff forwarded from Buffalo. The immense consignments sent down by lake at the opening of navigation were more than the Erie Canal could take care of. The railroads were then called on to relieve the water route, but the combined tonnage of both rail and water is not adequate to meet the requirements. Cargoes were offered at Chicago on Friday if carriers would guarantee canalboat room, but as no one would assume so great a responsibility under existing circumstances, no shipments were made, except grain for which a rail outlet had already been provided. Another circumstance that will have a tendency to keep freights down is that all the propeller lines are now compelled to take grain, the movement of package freight eastward of late having fallen off greatly.

The present state of things in Pennsylvania and the drawbacks to the prosperity of that state, resulting from the closing of the canals by the railways to whom they were most unwisely sold, we have several times referred to. The closing of canals in Massachusetts, in Ohio, and many other states should be a matter of deep regret. It is a mistaken idea that in heavy freights the canal and the railroad are close competitors. They rather supplement each other. We venture to say that should the Erie Canal be closed the trunk lines would not carry in years to come any additional grain. A gain to the railway there might be, temporarily, but things would adjust themselves to the new additions, and only such freights as could afford to pay the rail charges would be moved by rail then, the same as now. The loss of trade would in the end fall upon the producer without benefiting the railroads. Let our statesmen and let our railroad managers take a broader view of this matter of waterways. Our transportation problem has gone beyond its swaddling clothes, beyond its mere babyhood, where the sole idea is that what the canal gains the railway loses. It would be a truer and deeper statement to say that the prosperity of the canals would bring to the railroads such additional traffic as would profit them many times more than the slight rail tonnage secured by the waterway.—*American Grocer*.

FOREIGN WHEAT STATEMENT.

Department of state investigations furnish the following indication of average yield, exports, imports and consumption of wheat for the countries named in the year 1885:

Countries.	Yield, bushels.	Exports, bushels.	Imports, bushels.	Consumption, bushels.
Russia	214,000,000	74,000,000	.....	140,000,000
Sweden	3,452,000	.....	900,000	4,412,000
Norway	2,900,000	.....	725,000	3,625,000
Denmark	4,700,000	946,000	1,403,000	5,157,000
Germany	93,826,000	5,363,000	26,599,000	115,062,000
Holland .....	.....	8,000,000	16,300,000	.....
Belgium	24,000,000	.....	16,000,000	40,000,000
United Kingdom	80,000,000	.....	*110,000,000	119,000,000
France	281,220,000	6,000,000	6,750,000	281,980,000
Spain	176,000,000	.....	*8,000,000	184,000,000
Italy	144,000,000	.....	*5,000,000	149,000,000
Austria .....	.....	*10,000,000	.....	.....
Roumania	25,000,000	*14,600,000	.....	10,400,000
Canada .....	.....	3,673,000	.....	.....
India	240,000,000	30,000,000	.....	210,000,000
Algeria	44,000,000	13,000,000	.....	41,000,000
Australasia	35,000,000	8,000,000	.....	17,000,000
Chile .....	.....	5,000,000	.....	.....
Egypt	14,000,000	.....	.....	.....

*Note.—British India's wheat area in 1885 was 27,630,223 acres, and production, 287,936,000 bushels, the largest harvest, it is said, ever gathered. The usual area is about 36,000,000 acres, and production, 266,973,000 bushels.

GRAIN ELEVATOR CHARGES.

A special committee representing the Milwaukee Chamber of Commerce has been investigating the subject of warehouse charges for handling and storing grain and has made a report. The rates charged at the principal grain markets of the country are given as follows:

Chicago—The elevating and the first ten days' storage or part thereof, $1\frac{1}{4}$ cents per bushel; for each additional ten days or part thereof, $\frac{1}{2}$ cent per bushel. Winter storage, from November 20 to April 15, 7 cents per bushel. Total annual storage charge, 15 cents per bushel.

Milwaukee—The same rates are charged as at Chicago.

Duluth—For elevating and the first twenty days' storage or part thereof, $1\frac{1}{4}$ cents per bushel; for each additional fifteen days or part thereof, $\frac{1}{2}$ cent per bushel. Winter storage, from November 15 to May 15, 4 cents per bushel. Total annual storage charge, 10 cents per bushel.

Detroit—For elevating and the first ten days' storage or part thereof, 1 cent per bushel; each additional ten days or part thereof, $\frac{1}{4}$ cent per bushel. Total annual storage charges, 10 cents per bushel.

Toledo—For elevating and the first ten days' storage or part thereof, 1 cent per bushel; for each additional ten days or part thereof, $\frac{1}{4}$ cent per bushel. Total annual storage charges, 10 cents per bushel.

Buffalo—For elevating and the first five days' storage or part thereof, $\frac{3}{8}$ cents per bushel; vessels paying in addition $\frac{1}{2}$ cent per bushel for each ten days or part thereof. Winter storage, from November 10 until five days after the opening of canal navigation, 2 cents per bushel; making a total annual storage charge of about 8 cents per bushel.

Minneapolis—For elevating and the first twenty days' storage or part thereof, $1\frac{1}{4}$ cents per bushel; each additional fifteen days or part thereof, $\frac{1}{2}$ cent per bushel. Winter storage, from November 1 to June 1, 4 cents per bushel. Grain whereon 4 cents winter storage has accrued the rate is $\frac{1}{4}$ cent per bushel for each fifteen days continued from June 1 to November 1. Total annual storage charges, 7 cents per bushel.

St. Louis and Baltimore—Substantially the same as Milwaukee.

New York—For elevating and the first ten days' storage or part thereof, $\frac{1}{2}$ cent per bushel; for each additional ten days or part thereof, $\frac{1}{4}$ cent per bushel. Total annual storage charge, 9 $\frac{1}{2}$ cents per bushel.

From the above comparative statement it will be seen that Milwaukee, Chicago, St. Louis and Baltimore are the grain markets wherein the highest rates of grain storage are charged, amounting to 15 cents per bushel per annum. Detroit, Toledo and Duluth are next in order, with an annual storage charge of 10 cents per bushel. New York 9 $\frac{1}{2}$ cents, Buffalo 8 cents and Minneapolis 7 cents per bushel per annum. With a view to building up the grain trade of Milwaukee the committee suggest the following rates as being satisfactory to the grain men and remunerative to the elevator companies:

For elevating and the first ten days' storage or part thereof, $\frac{1}{2}$ cent per bushel; each additional ten days or part thereof, $\frac{1}{4}$ cent per bushel; let the present system of winter storage be done away with. This would make an annual storage charge of 9 $\frac{1}{2}$ cents per bushel, and would be substantially the same as a majority of the elevator companies now charge throughout the country.

NEW ELEVATORS IN BUFFALO.

Buffalo is to have an important increase in general elevating, warehouse and storage grain business. On June 7 the International Elevating Company, of Buffalo, consisting of F. A. Bell, president; E. C. Hawks, vice-president; C. A. Gould, Secretary; Geo. H. Lewis, Treasurer, and S. F. Sherman, general manager, filed a certificate of incorporation. The stock of the company is \$250,000 and the money has all been paid in. The company has purchased two blocks of land having a frontage of 944 feet on Niagara street, 285 feet on Wayne street, 253 feet on the land of the International Bridge Company and Dearborn street, 384 feet on the lands of the New York Central & Hudson River Railroad Company and 638 feet water front on Scajaquada Creek, making a total of about 95,000 square feet of land. The company have secured a contract with the Grand Trunk and the Michigan Central Railroads providing for receiving so much of the grain received at Black Rock and ordered into elevator and will have direct track connections with all roads connecting with the International Bridge. The company will build an elevator capable of unloading four cars and a vessel at one time, with a storage capacity of 500,000 bushels. It will be built with a view to increasing its capacity to unloading eight cars at one time and be capable of storing at least 1,000,000 bushels. One-half the elevator will be bonded to admit of bonded grain going into store remaining in bond. All grain going into store unless otherwise ordered will be bulked and graded under the same rules as govern the grain trade in the city of New York. The main elevator building will be located on the north side of Niagara street west of the New York Central & Hudson River Railroad. The tracks of the International Bridge Company will be located on the north side of the elevator and those of the New York Central will run through the elevator. A tower will be located on the opposite side of Niagara street fronting Scajaquada Creek between the drawbridge and the harbor, by which grain can be elevated from canal boats and vessels of light draught and delivered to the elevator by

means of a conveyor running under the street. Deliveries of grain from the elevator to canalboats will be made by same conveyor and tower. The company hope to have the elevator in running condition by Sept. 15. The company has also in view the building of a bonded warehouse for the storage of merchandise in hand.

On the same date Sherman Brothers & Co., limited, also of Buffalo, leased from the Grosvenor estate, for thirty years, a large tract of land fronting on Scott and Alabama streets and the Hamburg Canal, and on this tract they will at once erect a large elevator for the purpose of storing the grain received from the Lake Shore Railroad and transferring grain from cars to boats and vice versa. The elevator will be 318 feet long, extending from Scott street to the canal, have a frontage of 32 feet and be 75 feet in height. It will store 225,000 bushels and the tracks of the Lake Shore & Michigan Southern Railroad and the Lehigh Valley Railroad will run directly in the elevator. Connections with all other railroads entering the city will be made over the tracks of these two roads. Work will be commenced on the foundations as soon as the council grants permission for laying a track in Scott street connecting the premises with the Lake Shore and Lehigh Valley Roads.—*Milling World*.



A French Board of Trade is to be organized at Quebec, Can.

The merchants of Montreal, Can., have formed a French Board of Trade.

The Boston (Mass.) Board of Trade has failed for \$11,250.18, its assets amounting to \$10,402.24.

A project is on foot at Pittsburg, Pa., to convert the flour and grain exchange into a general commercial exchange.

Ground was broken May 22 for the new Board of Trade building at Kansas City, Mo. It is to cost \$400,000, and will be completed in about one year and a half.

The new Directors of the Chicago Open Board of Trade have elected M. H. Hanks, Secretary, vice Anton Alonzo Eaton, at a salary of \$1,500 a year, and James E. Baker, Clearing-house Clerk, vice William Clark, and the salary reduced to \$750. L. J. Lamson was chosen Treasurer.

Says the *New York Produce Exchange Reporter*: There is a growing sentiment among members of the Produce Exchange against having aliens elected members of the Board of Managers. Not merely because there are many first-class members available who are good citizens, but principally because the question has recently come up as to whether the acts of aliens are legal. As long as there is an abundance of good timber at hand, why run any risk by putting aliens into office?

On Monday, June 7, the New York Produce Exchange elected the following officers: James McGee had no competitor for the office of Produce Exchange President. W. D. Morgan for Vice-President and Samuel Jacoby for Treasurer were also elected practically without opposition. The other officers elected are: Managers, two years—Thomas P. White, William P. Coverly, H. C. Cooke, D. S. Jones, J. H. Hodgson, George Milmine; Inspectors of Election—H. C. Zaun, Samuel L. Finlay, O. A. Westfall, Ferdinand Sherwood, F. W. Armstrong, Nathan Price; Trustee of Gratuity Fund—Gustav Schwab.

The Kansas City Board of Trade has elected the following gentlemen as Directors: A. R. French, T. A. Wright, H. J. Latshaw, C. D. French, W. B. Grimes, H. M. Kirkpatrick, Web Withers, W. H. Winants, A. J. Mead, K. B. Armour, E. H. Webster, Max Minter, Benjamin McLain. For Executive Committee: D. C. Imboden, N. P. Simmons, Z. O. Smith, R. Gentry, J. P. Campbell, A. D. Johnson. For Board of Arbitration: B. C. Christopher, A. V. McKim, Thomas Best, W. W. Cowan and E. D. Fisher. For Board of Appeals: C. D. French, George L. Brinkman, Nathaniel Grant, C. L. Dobson, A. D. Johnson, F. K. Smith.

The annual meeting of the New York Produce Exchange showed that at the beginning of the present year the mortgage indebtedness of the Exchange was \$1,635,000 and the floating debt \$55,000. Since that the mortgage debt has been reduced \$235,000 and the floating debt had been cancelled—leaving the mortgage debt \$1,400,000 on the new building. This reduction has mainly been accomplished by the receipt of \$241,000 net from the sale of the old Exchange to the government; which was applied to the payment of the mortgage of \$125,000 on the old building, and the mortgage of \$50,000 on the Popham property, and \$59,000 applied on the mortgage of the new building. The mortgage of \$10,000 on the Stone street property was also paid. The income from all sources had been \$269,991.29, and the expenditures \$224,613.23, leaving a net income of \$45,378.06.

The *Industrialist*, of Kansas, says a bushel of corn in that state is worth less than a dozen eggs.

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HARLEY B. MITCHELL, - - - Editor.

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ADVERTISING.

This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching this trade. Advertising rates made known upon application.

CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

THE JUNE CROP REPORT.

The June crop report of the Department of Agriculture at Washington shows on the whole a very bright aspect for the coming crop. The area of spring wheat is nearly the same as last year, about 12,000,000 acres, there being an increase of about one-sixth in Dakota, a decrease in Nebraska, and a slight reduction in Minnesota and Wisconsin. The other spring wheat districts of minor importance show a small advance. The condition of spring wheat averages 98½, against 97 in June, 1885. It is 100 in Washington and Iowa, 99 in Minnesota and Dakota, 97 in Nebraska, and 87 in Wisconsin.

Winter wheat is not quite so promising as last month. The condition has slightly declined in the West, and the low condition of the southern crops has still more been reduced. But the average is only about two points less than last month, being 92.7 against 94.9. The average yield will probably be a fraction above 12 bushels per acre.

Rye has declined from 97.7 last month to 94.4, while the condition of barley averages 100, against 89 last year in June. The increase in the acreage of oats will approach half a million of acres. The condition averages nearly 96, against 94 in 1885.

ELEVATOR CHARGES.

In this issue we devote considerable space to the discussion of grain elevator charges. So far as Chicago is concerned, the holding of her position in the grain trade appears contingent on a reduction of elevator charges. This is a vast country, and no one city can arrogate to itself any one line of trade. Chicago can not hope to be the sole gateway for the grain trade of the West and Northwest. Nothing can prevent the growth of cities like Duluth; but Chicago's natural advantages will always secure for her a large share of the entire trade of the country, provided she offers advantages and inducements.

The grain receivers of this city are fully alive to the situation. They understand that Chicago elevators must decrease their tax on the productive industry of the West if Chicago's pre-eminence is to be maintained. Perhaps the elevator men themselves appreciate the position. If not, another year or two will bring the lesson home to them.

Chicago is not the only sinner in this matter; but having been the great grain center of the country her shortcomings are more apparent than those of other cities. The truth is that terminal elevators with nominal charges are to be evolved

in the future. Mark the prediction we make: that in a few years nominal elevator charges at great terminal centers will be the rule.

FREE ELEVATORS.

There are rumors afloat in trading circles that the railroad companies owning elevators at Buffalo, N. Y., have determined to transfer hereafter, free of charge, grain from vessels to cars and from cars to canalboats, and that some of the railroad elevators in Chicago will adopt a similar policy. If the report proves true, as we hope it will, the move of the railroad companies at the two most important inland shipping points of the country will, no doubt, be followed up at other grain-shipping points; and this new policy bids fair to cause a perfect revolution in the elevator business, as carried on hitherto. Excessive elevator charges at almost every important grain-shipping point have been a heavy burden on the trade. If the railroad elevators take the step indicated, the other elevators can not help doing something in the same direction, or else must risk losing their business altogether. The extortionate rates of the Buffalo elevator pool have already too long been an onerous burden on the shipping trade, and anything that would be the means of abolishing this odious tax should, and, no doubt, will, receive the hearty support of all those interested in the matter.

OUR FOURTH YEAR.

This issue of the AMERICAN ELEVATOR AND GRAIN TRADE completes the fourth year of its existence, and the paper starts in its fifth year with bright prospects and abundant physical health. Young as the paper is, it has made a multitude of friends, and each year has seen a steady increase both of subscribers and of advertising patronage. Possibly we might be entitled to crow over the fact that we have made a success of a grain dealers' paper in spite of the many previous failures strewn along the way; but we will simply say that we appreciate the fact that grain men will support the right kind of a paper; and for the future we are determined to make this journal more than ever the representative and organ of the great grain-handling interests of the country.

THE WATERWAYS.

Holding the view that there cannot easily be said too much about the importance of canal improvement in this country, we give below a summary of an address of Mr. S. S. Guthrie, which he made before the Merchants' Exchange at Buffalo, in support of a resolution of that body advocating the passage in Congress of the "Weber bill," which, as is well known, proposes to enlarge and improve the Erie Canal at the expense of the national government. The facts and arguments brought forward by Mr. Guthrie speak so forcibly in behalf of the canal that we cannot help concurring in his views, and express our earnest hopes that the "long-felt wants" of the Erie Canal will speedily and amply be attended to, one way or the other.

Men of broad views, keen perception, and heroic purposes, says Mr. Guthrie, originally conceived the plan of connecting the lakes with New York, at a time when the entire West was still an unbroken wilderness. In 1817 they embarked in the great enterprise—the building of the Erie Canal—which has ever since proved of immeasurable value to the great West as well as to the "Empire State." It was finished in 1825 at a cost of about \$9,000,000. The surface width was then 40 feet, the bottom width, 20 feet, and the depth, 4 feet. It had 83 locks, and a length of 363 miles. But in a few years the canal proved too small for the increased traffic, and in 1835 steps were taken to enlarge it to a surface width of 90 feet, a bottom width of 56 feet, and a depth of 7 feet, the average burden of boats to be 210 tons, against 70 tons as before. The work was finished in 1865 at a cost of \$32,000,000. Until

1856 this canal was the only route for commerce between the East and the West.

Within the last two decades traffic from and to the West has enormously increased, but little or nothing has been done to bring the Erie Canal up to the requirements of the trade, and it is truly an irony on our times of steam and engines that the motive power is still the same as sixty years ago—the ancient mule and the horse.

Connecting the great metropolis on the Atlantic with the vast system of the lakes, allowing 1,500 miles of navigation from New York City, the canal is the outlet of an internal navigation which can, and probably soon will be extended to the eastern slope of the Rocky Mountains by constructing a short canal from the western extremity of Lake Superior to the Red River. This would make a route of inland navigation of nearly 4,000 miles and, with the enlargement of the Erie Canal, secure to New York the trade not only of the fertile wheat sections of the territories east of the Rockies, but also, by its connection with the Northern Pacific R. R., the important trade of the Pacific coast.

Fifty years ago the amount of grain brought to Buffalo in lake vessels (having a capacity of from 80 to 125 tons) was about 500,000 bushels per year. In 1880 the receipts in Buffalo from lake vessels (having a capacity of from 1,500 to 3,000 tons each) aggregated over 100,000,000 bushels. What an enormous increase! Thirty years ago a bushel of wheat was transported from Chicago to Buffalo for an average of ten cents, while in 1885 the cost was, on an average, two cents per bushel. Again, thirty years ago the canal charges for transporting a bushel of wheat from Buffalo to New York were 15½ cents, as against 3 8-10 cents in 1885. All these facts prove conclusively the importance of canals as a means of cheap transportation, checking thereby exorbitant charges of the railroads. After the enlargement of the canal, and with a larger class of boats which could then be used, Mr. Guthrie computes, wheat can be shipped from Buffalo to New York at 1½ cents per bushel, and a return freight taken at 40 cents a ton. Of course, the owners of the small boats at present used would not take kindly to such a change, as it would depreciate their boats. But, unfortunate as this is, "Progress pauses not, in commerce no more than in mechanics or arts, to ask what shall be done with the hopes, machines and inventions displaced and ruined by her onward steps?"

A MUTUAL INSURANCE COMPANY FOR ELEVATOR MEN.

The Illinois Grain Dealers' Association have set the ball in motion for the formation of a mutual insurance company. At their meeting this month at Bloomington, they decided to form a company for the insurance of grain warehouses and their contents.

This is a part of the general revolt against stock insurance companies, their high rates and their methods of doing business. Grain elevators, like some other special interests, have been charged exorbitant rates for insurance; and the insurance companies do business on the maxim that a grain elevator is a grain elevator, and the rate is so much, irrespective of compensating features. It was exactly this line of reasoning on the part of stock insurance companies that led to the formation of the factory mutuals of New England, and the flour mill mutuals of the West and Northwest. If the stock companies wish to do more than a dwelling house business, they must change their business methods and part company with some of their time-honored maxims. We bid the Illinois Grain Dealers' Mutual, God-speed.

A COMMISSION firm in this city writes to ask if we did not give a "devil" of a big lot of flaxseed handled in this market, the figures given on page 250 of our last number being 400,000,000 bushels. We should smile. How such a mistake could occur we are at a loss to know. The actual amount handled was about 6,000,000 bushels.

Editorial Mention.

MESSRS. JAY & Co., of St. Marys, Ohio, want to purchase a good steam grain dryer.

MEMBERSHIPS of the Chicago Board of Trade are selling at from \$2,000 to \$2,100.

If Mr. Cullom can revive the Hennepin Canal in this session of Congress he will deserve well of his country.

It will be noticed from our advertising columns that C. S. Beebe succeeds the Blake-Beebe Mfg. Co., of Racine, Ill.

A CORRESPONDENT wants to know what will keep the weevil out of malt. Can any of our readers give the information?

THE New York *Times* complains that Norm Ream, Nat Jones, and their crowd are bulls in New York and bears in Chicago.

SUBSCRIBE for the AMERICAN ELEVATOR AND GRAIN TRADE. It costs you but a dollar a year, and will do you any amount of good.

MR. GEO. L. JARRETT, of Des Moines, Iowa, has been on a trip to the Pacific coast. Mr. Jarrett is doing some very good work in the mills and elevators of his section.

POSSIBLY there is a July corner in wheat being engineered in Chicago, but we don't believe it. One thing seems certain; John B. Lyon is not manipulating it, as charged.

THE Chicago Board of Trade contemplates changing the business hours during the hot months, so that there will be only one session, from 10:30 A. M. to 1:30 P. M.

A CHICAGO commission merchant says that there are less than 20,000,000 bushels of merchantable wheat in warehouse in the West, outside of Minneapolis and St. Paul.

CAPT. H. A. HAWKINS, of this city, has been at Syracuse, N. Y., for some time, where he has been changing over the Greenway brewery and arranging for barley and malt storage.

CHAS. G. SHAFER, of Richmond, Va., writes us: "Having received several sample copies of your paper, and being much pleased with the same, I wish to subscribe for one year."

THIS is a big business year for the Erie Canal. The receipts of grain and flour at Buffalo have been the largest of any year except 1880, and the canal men have actually been unable to handle the stuff thrust upon them.

GRAIN men looking for a corn sheller are directed to the advertisement of the Eureka Mfg. Co., of Corry, Pa. Their machine has a marvelous capacity and some notable features that have made it one of the best-known machines in the country.

LATE crop reports from all sections of the United States point to a good yield of winter wheat, while spring wheat and oats were much affected by the late drouth. In the hard wheat belt of the Northwest the outlook is so far favorable, excepting a breadth of about 100 miles in Minnesota, west of Litchfield, where the crop has been badly damaged. Rain has been wanting in all sections, but actual damage has probably been limited to

one-fourth of the total wheat average. Old wheat is moving freely into Minneapolis, with prospects of continuing so through the season.

THE railroads leading to Baltimore, Md., are charged with discrimination by the grain dealers of that city, it having been discovered that several large receivers were getting the benefit of heavily-cut rates. The affair has caused very bad feeling among a majority of the Baltimore grain men.

PRESIDENT MITCHELL and General Manager Miller, of the Milwaukee & St. Paul R. R., to whom was referred the matter of reduction in the grain storage rate charged by the company, have hinted that they may decide in favor of a liberal reduction, to go into effect August 1, next. This would be a move in the right direction.

E. H. WALKER, the ex-statistician of the New York Produce Exchange, says the decrease of wheat seeding in England is not over 10 per cent., instead of 25 or 30, as has been stated. The average acreage given to wheat raising from 1867 to 1870 was 3,836,890 acres, but there has been a gradual falling off every year since then, and last year only 2,553,092 acres were apportioned to wheat.

THERE was a great rush of holders on the Chicago Board of Trade June 9 to sell, the result being to force prices down to very nearly the lowest point of the present season. This move, it seems, was chiefly due to the fact that liberal offers were made to English buyers from other than American sources, and there being a general idea that with the cessation of the foreign demand the price must go down in our markets.

J. A. HANNON, the proprietor of a large flour mill at Carlow, Ireland, having come to the conclusion that the wheat he gets for Duluth grain is not of this extraction, but some grade that is inferior to Australian and Indian wheat, recently wrote to Chief Inspector C. W. Burdick, of Duluth, asking for samples of Minnesota grades and information as to how he can obtain "pure" Duluth wheat. The inspector has fully complied with his requests.

THE grain dealers of the Central Branch country from Atchison to Lenora met at Atchison, Kan., May 20, for the purpose of forming a mutual fire insurance association; also to consider freight rates and alleged discriminations by railroads. The meeting was held with closed doors; but it transpired that part of their proceedings looked to the removal of a prominent Missouri Pacific R. R. official, who, it is claimed, is opposed to Atchison and the Central Branch dealers.

THIS is what a Chicago grain merchant is credited with saying: "Warehouse men talk of the hardship and injustice of it when asked to reduce their charges. They think they will become martyrs if forced to reduce their tax on the grain that passes through their hands. Here wheat pays 1-4c. for the first ten days. In New York the charge is 1-4c. for the first ten days, and for as many subsequent ten days as the owner leaves it in the elevator bins. None of the New York companies have gone into bankruptcy, either."

THE Grain Receivers' Association of the Chicago Board of Trade, at their meeting on June 9, adopted a resolution offered by W. J. Pope, formally requesting the warehousemen of the city to lower the charges for the first ten days' storage to one-half cent per bushel. As an inducement to the elevator men to grant this request, the grain men agreed to send to elevator all grain consigned to them whenever this is feasible without too much sacrifice, and provided that the elevator companies will make arrangements with buyers and shippers to preserve the identity of grain ordered to store for transfer whenever such identity might be required. If the elevator men are wise they will comply with the request of the

grain men. Under the new arrangement they would be just as well, if not better, off than they are now, as their business would be increased by more than 100 per cent.

NOTICE the card of Geo. J. Fritz, of St. Louis, in this issue, who manufactures a long line of machinery for different industrial purposes. Mr. Fritz's establishment, the Central Iron Works, is one of the busiest in the country and one of the most successful.

THE Illinois Grain Merchants' Association in session at Bloomington, Ill., completed its work June 16, the next meeting to be held at Springfield on the second Tuesday in October. On the last day of the session the meeting decided to form a mutual insurance company for the purpose of insuring elevators, etc. The officers elected were L. Ludington, president; N. E. Pegram, vice-president; S. K. Marston, secretary; C. C. Aldrich, treasurer; executive committee, L. Ludington, S. K. Marston, Rice Ervin, L. J. Risser and L. Penfield.

A FEW months ago the grain dealers of Shelby, Ohio, adopted the use of grain testers by which they could distinguish good from poor wheat, and proposed thereafter to pay for grain according to its quality. The surrounding farmers did not take kindly to the new scheme, and for some time past they have boycotted the Shelby grain market, bringing their wheat to neighboring towns. A meeting was recently called of farmers and business men, with a view to arrive at an understanding in the matter. But both sides were obstinate, and the meeting broke up without the desired result.

IN regard to the grading of corn shelled in winter before it has gone through the "sweating process," Inspector Price, of the Chicago Board of Trade, recently sent a circular to the Grain Receivers' Association of the Board, suggesting this change in the mode of grading such corn, "that the word 'new' shall be inserted in each certificate of inspection of corn of a new crop grading No. 2 or better, until May 1 of each year." The purpose of the recommended amendment, says the circular, is to prevent this winter-shelled corn, a great deal of which will develop moisture in warm weather and become clammy and sour, from going to market on the same basis with and on the intrinsic merits of corn that is thoroughly cobbled, and therefore safe. The subject was amply discussed by the Grain Receivers' Association at their meeting on June 9, which resulted in W. P. Pope offering a resolution that the meeting emphatically disapprove the recommendation of Mr. Price. After some further discussion in the matter, Mr. Pope's resolution was adopted by a majority of one at the adjourned meeting held on June 10. A committee was then appointed to formulate a new rule for sampling grain.

THE *Dakota Farmer* reprints a letter of P. Kelly, of Tracy, Dak., to the *Devil's Lake News-Democrat*, giving the farmers in that neighborhood the benefit of some figuring which is intended to show them how they can make a snug sum of money by building their own elevators. The plan is this: A township of 36 sections of land divided among seventy-two farmers will give each one of them 320 acres. Now suppose they want an elevator of 30,000 bushels' capacity at a cost of \$6,500. How can they get it? Answer: Let them organize a stock company in which each farmer takes \$100 worth of stock, payable in four years at \$25 each year, which would net them at the end of four years \$7,200. The stock issued placed at \$6,000, the interest on unpaid stock, at 10 per cent., would be, the first year, \$420; second year, \$240; third year, \$60; balance of \$480 to go to incidental expenses. Total, \$7,200. Suppose the seventy-two farmers produce 2,000 bushels of grain each, the total crop would be 144,000 bushels. The present elevator charge being about 4 cents, the storage of the crop would cost the farmers about \$5,760 per year; for four

years, \$23,040. They would have to pay a man, say \$1,000 per annum to do their business for them; for four years, \$4,000. This deducted from the above sum makes the cost of the old plan \$19,040. The cost of the new plan would be \$7,200 + \$4,000, or a total of \$11,200, giving the farmer a net gain of \$7,840.

LEWIS W. PITCHER, who was recently expelled from the Chicago Board of Trade for alleged uncommercial conduct, is seeking to redress his grievances in the Chicago courts. He first sued his former clerk, R. Boylston Hall, who was the chief witness in Pitcher's case before the directors of the Board, for \$25,000 damages, claiming that all the charges made by Hall were false, and that his business had been ruined by the expulsion. Next he filed a petition to compel the Board to reinstate him in his membership. He followed this up by a bill on which he obtained a temporary injunction restraining the Board of Trade from interfering with his presence on the floor of the Exchange. Last, not least, he sued the Board of Trade for \$500,000 damages for "wilfully, wrongfully and illegally" expelling him from the membership of the Exchange. He claims to be the loser of \$75,000 per annum, as profits on his business, by the action of the Board of Directors.

"AN UNEQUALED FEAT."

Under this head we find the following in the *Duluth Daily News*:

The steam barge Onoko was loaded with wheat yesterday at Elevator "D." Her capacity is greater than that of any boat on the lakes, 90,082 bushels not filling her so full as to make trimming necessary. The Onoko had been loaded in Chicago last season in 2¾ hours, and it was the ambition of the Duluth elevator men to beat this record. To accomplish this eleven scales and nine chutes were brought into use. Chief Inspector Burdick, Inspector Shelley, and assistants Preston and Flanders weighed and loaded on the boat in 55 minutes 60,000 bushels, and the whole cargo of 90,082 bushels was weighed out in 82 minutes and placed on board in two hours and five minutes, thus beating the Chicago time by 40 minutes. The dust arising from the streams of rapidly moving grain was almost intolerable. It is, of course, needless to add that the captain of the Onoko was more than pleased at this quick dispatch or that the Duluth elevators have again made good their claim to be the best equipped and managed of any.

The elevator mentioned in the foregoing article is one of seven designed and erected in Duluth by Messrs. J. T. Moulton & Son, the world-renowned elevator builders of this city. Since 1870 they have designed and erected in the city of Duluth alone 9,000,000 bushels of elevator capacity, while during the same time their works have been developed in the same line—in Baltimore, New York, St. Louis, Toledo, Kansas City, Detroit, Chicago, and other large cities of this country. At present they are engaged in constructing a 1,500,000-bushel elevator and annex in East Minneapolis, Minn., for the St. Anthony Elevator Co., to be completed this fall in time to receive the new crop. Messrs. Moulton & Son have made a specialty of grain elevators for thirty years past.

BUFFALO'S GRAIN TRADE.

Through the courtesy of Mr. William Thurstone, secretary of the Buffalo Merchants' Exchange, we have been presented with a neat little volume containing the compilation by that gentleman of the statistics of the trade and commerce at Buffalo during 1885. We give below such extracts from the book which we deem will be of interest to our readers.

The receipts of grain (including flour reduced to its equivalent of wheat) by lake at Buffalo for 1885 aggregated 64,329,230 bushels. The several railroads centering at Buffalo kept no records of their receipts, the addition of which to the above figure would swell the total receipts to probably 90,000,000 bushels.

The growth of the grain trade of Buffalo is in some degree shown by the following figures: In 1836 the receipts by lake were only 1,239,351 bushels; in 1846, 13,366,167 bushels; in 1856,

25,753,965 bushels; in 1866, 53,388,087 bushels; in 1876, 50,074,648 bushels; in 1885, 64,329,230 bushels. During the past decade the largest receipts were in 1880, viz., 112,042,927 bushels; and the lowest in 1876, viz., 50,074,678 bushels. The receipts for the ten years ending 1845 were 41,851,438 bushels; ending 1855, 174,717,437 bushels; ending 1865, 432,390,318 bushels; ending 1875, 597,121,670 bushels; and ending 1885, 720,508,441 bushels. The aggregate receipts by lake of flour and grain from 1836 to 1885, both years inclusive, were 1,966,584,304 bushels. If the railroad receipts had been added thereto this enormous footing would have been very materially increased.

The shipments of grain from the elevators by the railroads connected therewith were 11,315,553 bushels as compared with 12,397,249 bushels in 1884, a decrease this year under 1884 of 1,081,696 bushels.

Lake freights on grain from Chicago to Buffalo fluctuated from one cent on wheat and corn to three and three-quarter cents on wheat and three and one-half cents on corn per bushel; the average rate on wheat was 2c. per bushel. Coal was carried from this port to Chicago and Milwaukee at prices ranging from 50c. to \$1, with a few special charters toward the close of the season at \$1.10 and \$1.35 per net ton, free in and out; the average rate was about 60c.

Railroad freights hence to New York nominally ruled at 13c. per 100 pounds on grain from Jan. 1 to 18; from that day to Nov. 21, 10½c. was the quoted rate, although the bulk of the shipments were at 8c. per 100 pounds; from Nov. 23 to the close of the year, 13c. was the price, and firm.

Freights from other points to Buffalo will be found in our tables for reference and comparison.

The elevating (including five days' storage) and transferring rates were steady all season at three-quarters of a cent per bushel, one-eighth of a cent paid by the vessel in addition. From June 1 to Oct. 1, a special rate was given to induce shippers to store their grain at this port, as the capacity is large and the climate well suited for this purpose.

Loading grain into cars from elevator costs half a cent per bushel, and \$1 per car for trimming for less than five cars. Five cars and over, half a cent per bushel and no charge for trimming.

The amount of grain handled by the Western Elevating Company was 51,717,551 bushels (including flax seed), a decrease under 1884 of 5,406,140 bushels.

The quantity of grain in store at this port, Dec. 28, aggregated 5,372,717 bushels, the largest ever known.

Buffalo ranks as the third city in the state, but in commercial importance she may be deemed second only to the metropolis. With very few equals in the world as a grain port, its terminal facilities are very extensive and complete. Grain is received, transferred, stored and forwarded with greater dispatch than at any other port in this country. The river for about a mile from its mouth is lined with immense elevators and floaters, and provided with all of the most approved appliances for handling cereals. The transfer of grain cargoes from vessels into storehouses and canalboats, prior to 1843, was done by manual labor, being raised from the hold in tubs and bags. In that year Mr. Joseph Dart erected the first elevator ever built for storing and transferring grain, with steam power and with a storage capacity of 55,000 bushels, and a transfer capacity of 15,000 bushels per day, near the mouth of Buffalo River. Now there are twenty-two elevators, ten transfer elevators and six floaters, thirty-eight in all, most of which are massive structures, costing in the aggregate about \$6,000,000. Their combined storage capacity reaches 9,215,000 bushels, while their daily transfer capacity is 3,102,000 bushels. That is to say, the elevators of Buffalo are capable of receiving from lake vessels and transferring to canalboats and cars, daily, 3,000,000 bushels of grain if called upon to do so, thereby furnishing excellent facilities to carriers and shippers, insuring quick dispatch and freedom from costly delays.

These elevators are owned by private individuals, excepting that the New York Central & Hudson River Railroad owns two, the Connecting Terminal Railroad one, and the New York, Lake Erie & Western Railroad one. Several of these elevators have machinery attached whereby 60,000 to 70,000 bushels of wet or damaged grain can be dried every twenty-four hours.

The employment of a thoroughly reliable and capable chief inspector of grain, by the Merchants' Exchange, has resulted in perfecting an admirable system of inspection at this port, which system has already tended to increase the business and given a recognized standard for all the cereals bought and sold, besides proving very advantageous for the parties interested.

The exports by canal of grain for the season were 31,467,843 bushels, including flour reduced to its equivalent wheat; these figures show a large decrease from 1884 and still larger from 1883. The number of canalboats cleared 5,670—744 less than in 1884. The total tons of all articles carried Eastward 1,101,346, of the value of \$28,453,114; the total tons arriving at Buffalo 494,230, of the value of \$19,435,056. Grand totals of tonnage of the arrivals and clearances, 1,595,576, of the value of \$30,048,690. Canal freights hence to New York ruled low, namely, from 6 cents to 3 cents on wheat, and 5½ to 2¾ cents on corn—the average for the season on wheat was 3¾ cents per bushel.

RAILWAY DISCRIMINATION.

The executive committee of the Transportation Department of the Kansas City Board of Trade has prepared a lengthy address in which are set forth with a masterly hand the discriminations which the railways have practiced against towns in the Missouri Valley. The report says:

While the tonnage is almost the same per mile of road, the general average of the rate in Missouri is 25 mills higher than in Illinois, and with a tonnage much greater than either Iowa or Wisconsin, it has a rate greater than Iowa by 2.2 mills, and greater than Wisconsin by 1.2 mills. The rate on grain and similar articles of Western production has not been advanced since 1876-77, as merchandise rates have been, but reduced. In 1876-77 the rate on other grain was 20 cents, now 15. Livestock, flour, provisions and similar articles have been reduced in about the same proportion, giving a reduction altogether of about 20 per cent. on these articles. With the improvement of the appliances for handling the increased volume of the movement, and the discovery by experience that lower rates could be afforded, all other roads in the country have likewise reduced their rates on these articles. In 1875 the grain rate between Chicago and New York was 25 cents per bushel, while in 1885 it was only 13, a reduction of almost 50 per cent. generally, as against about 20 per cent. on the Missouri roads. Hence, although the comparison of these rates show a reduction, they show also that in reducing the Missouri roads have not kept pace with the roads of other states. The consequence is that Missouri producers, having to sell their products in the same market as other states, at the same prices, receive less remuneration for their toil in proportion to the less reduction of their rates. This works as great a hardship upon the mercantile and manufacturing classes of Missouri indirectly as it does upon the producers directly; for as their trade is with the people in the west of the state, whose prosperity is depressed as above stated, they find their trade depressed in proportion. The extent of this effect is indicated somewhat by the fact that for two years the corn of Kansas, which must pass across Missouri if it goes to market, has, in large part, been unable to bear shipment; and, as the producers have thus been deprived of the expected revenues from it, they have in turn been compelled to deprive the merchants and manufacturers of Missouri of the trade they would have otherwise given them.

The freight moved in Missouri in 1884, at the Wisconsin rate per mile, would have cost \$2,116,045 less than it did; at the Iowa rate it would have cost \$3,879,417 less, or at the average of the two states it would have cost \$2,997,731 less; at the Illinois rate it would have cost \$4,408,428 less, or at the average of the three states, \$3,467,960 less.

No interest has been less able to pay extravagant freights the past few years than the grain producers and shippers of the West. There seems to be only one remedy, and that is the passage by Congress of a bill creating a commission to take cognizance of all such matters. The railways themselves seem utterly oblivious of the rights or interests of the people who form their constituency.

PROPOSED SHIP RAILWAY AT TEHUANTEPEC.

The measure before Congress known as the Eads Ship Railway Bill, has received small consideration on this coast, for the reason, no doubt, that it is believed to be too impracticable to command favorable legislation. Recently, faint effort is being made in this city, by the distribution of printed matter, to educate public sentiment in favor of the Tehuantepec route. Accompanying this matter are prospective views of the prominent features of a ship railway, presumably in accordance with the Eads plan. The arguments used, however, are not calculated to produce the result aimed at. An isthmus transit for ocean commerce has been more carefully considered here, perhaps, than in any other city in this country, and it is fair to assume that the question is pretty well understood, with respect to its commercial value to the Pacific coast. When Captain Eads, by courtesy of the Chamber of Commerce, presented the merits of his scheme to the business men of San Francisco, he signally failed of encouragement. Practical shipping men regarded the project as chimerical in the extreme. As a substitute for a ship canal across the Isthmus, either at Panama or Nicaragua, it was scarcely deemed worthy of serious consideration. The new Pacific coast advocate of Captain Eads' scheme, Mr. L. F. Moulton, evidently is a novice in the discussion of this question, otherwise he would not employ the arguments he does. That the future prosperity of this coast depends, in any measure, on the construction of a ship railway at Tehuantepec, or that the present sail tonnage is soon to become valueless unless this work is constructed, is not, and will not be, admitted by any thinking person. To claim that a ship railway across the Isthmus would, as claimed by Mr. Moulton, reduce the cost of grain freights from this port to Great Britain to one-third the present cost, is a virtual admission of great ignorance in respect to the carrying trade. The people of this state have expressed considerable interest in a ship canal, but no one has hitherto so overstated the advantages to follow the opening of an Isthmus route as has Mr. Eads, in support of his project. Men well informed in affairs, appear confident that the Eads project has gotten as far toward success in Congress as it will ever get.—*San Francisco paper.*

A BRITISH GRAIN WAREHOUSE.

On May 4, by invitation of the chairman and directors of the Surrey Commercial Dock Company, a large number of members of the corn trade and shipbrokers visited the new granary which has been erected at the Surrey Commercial Docks, and inspected the machinery, which forms an especial feature of the warehouse. The visitors, after being taken through the warehouse and seeing the machinery in operation, were entertained at luncheon on one of the floors of the building, the chair being taken by Mr. S. W. Keene, the chairman of the company. There were the usual congratulatory speeches. Each of the guests was furnished with a short account, prepared by Mr. Griffin, the secretary, of the progress of the Surrey Commercial Dock Company, and a description of the grain warehouses, tastefully printed and illustrated, with four excellent photographs, from which we make the following extract, as being likely to interest our readers:

In the year 1660 there existed at Rotherhithe a dock of about ten acres in extent, known as the Howland Great Wet Dock. This dock is said to occupy the spot from whence Canute commenced to cut the trench or canal which he made when he laid siege to London. For many years subsequent to 1700 this dock was extensively used for the reception of vessels employed in the Greenland fishery trade. This trade having declined, the dock became the property of a private individual, being mainly used by vessels trading with the North of Europe, laden with timber, deals, tar, corn, tallow, etc., and in the year 1870 a joint stock company, under the title of the Commercial Dock Company, was formed for the purchase of the property then known as the Greenland Dock and the Norway Dock, and adjacent lands.

In the year 1801 the Grand Surrey Canal Company was formed for the purpose of making a canal from the Thames at Rotherhithe to Camberwell, Peckham, etc., and subsequently the river end of the canal was made into a dock known as the Surrey Dock.

In the year 1864 it was considered that the interests of the shareholders in both these companies would best be served by an amalgamation of the two undertakings, and, in the session of 1864, a bill passed Parliament, receiving the Royal assent in July of that year, and the respective companies were incorporated under the title of the Surrey Commercial Dock Company.

The business of this company was commenced on the 1st of January, 1865. New works have been added to the estate from year to year, and at the present time the property of this company comprises ten docks and seven timber ponds, with an aggregate water area of 160 acres, and land and wharfage area of 210 acres, making together about 370 acres. The available length of quays in the docks amounts to five miles. The docks have four entrances from the River Thames at different points, extending over a length of one and three-quarter miles of the river. A very large proportion of the grain which comes into the Thames is brought to these docks, and, for the accommodation of this trade, there are in these docks thirteen warehouses with a storage capacity of about 300,000 qrs.

The latest addition to the warehouses is No. 7, recent-

ly completed. It is a building of seven stories, and has a capacity of 60,000 qrs. Like No. 2 warehouse, it has three portable hydraulic cranes on the quay fitted with Priestman's tubs, and three elevators within the building—one for each crane. The grain is delivered by the cranes into portable weighing hoppers traveling on the quay outside the building, where it is weighed in quantities of two tons at a time, from which it passes through shoots in the wall to carrying bands in a tunnel under the ground floor, conveying it to the bottom of the elevators. Each elevator delivers the grain to a cross band in the roof, which throws it off to either of three longitudinal bands running along the whole length of the roof, from which it can be passed at any point to the vertical spouts commanding all the floors of the building. These spouts revolve, and are arranged at such distances apart as practically to avoid all trimming on the floors, and beyond the necessary trimming in the hold of the vessel for the buckets, there is no other manual labor from the time the buckets drop into the grain until it is deposited in the bulk on the floor. The bands in the roof are inclosed passages, and as the weighing is performed outside the building, the inconvenience from dust is reduced to a minimum. Each band is capable of conveying 600 qrs. per hour. When a vessel is placed alongside the warehouse, the center hatchway crane and hopper are arranged to shoot direct into the center elevator; the other hatchways being variable, require the underground bands for conveying the grains to their respective elevators. The quantity of grain discharged from each crane from ship varies from 300 to 375 qrs. per hour, but in working from open barges as much as 560 qrs. have been landed by one crane, weighed and housed in one hour.—*British Miller and Baker.*

LAKE COMMERCE OF DULUTH.

The following are some of the principal items of the lake receipts and shipments at Duluth for the season of 1885:

RECEIPTS.			
Coal, tons	470,645	Lath, No.	309,000,000
Brick, No.	82,000,000	Merchandise, tons ...	2,500
Cement & lime, barrels	29,519	Nails, kegs	35,000
Groceries, packages ..	71,023	Staves, bundles	426,600
Hardware, packages ..	21,430	Salt, sacks	52,867
Iron, tons	5,339	Salt, tons	428
Fish, packages	3,500	Shingles, No	2,505,000
Glassware, etc., crates	5,285	Sugar, barrels	37,697

SHIPMENTS.			
Barley, bushels	21,670	Lath, No.	1,084,000
Bran, feed, etc., bags ..	194,517	Meat, lbs	1,917,355
Bran, feed, etc., tons ..	572,000	Oats, bushels	135,000
Corn, bushels	89,302	Ore, tons	350
Flour, sacks	305,477	Potatoes, sacks	6,000
Flour, barrels	555,926	Salmon, cases	14,836
Iron, tons	877	Wool, bales	10,980
Lumber, feet	9,641,300	Wheat, bushels	14,049,000

The shipment of grain in 1885 aggregated 14,321,200 bushels, as compared with 11,447,500 bushels in 1884, and 6,313,345 bushels in 1883.

The number of vessels cleared during 1885 was 906 of 686,182 tonnage; in 1884, 902 of 594,235 tonnage; and in 1883, 659 of 460,777 tonnage.

THE GRAIN BAG "DEAL."

A season without a syndicate in the grain bag market would be something extraordinary in California. This year is certainly not proving an exception, unless it is in this regard, that stocks appear to be under the more complete control of the few who dictate prices than has ordinarily been the case. This is, doubtless, partly due to good management, but to the exceedingly favorable weather for grain from the beginning of the season up to harvest, can be attributed much of the success which has attended the present "deal" in bags. Although the crop in this state has never been equalled, and in Oregon and Washington Territory will be about as large as last year, there is no probability that any farmer will be compelled to go without bags for lack of supplies. Had the crop met with any damage, there is no doubt the bag market would not be as firm as it is to-day, notwithstanding the strong hands controlling the situation. Even with everything in favor of the bag-holding interest, as at present, the chances are that later in the season bags will be lower. Quotations for spot, as well as for buyer June and buyer July delivery, have been advanced three or four times within a fortnight, twice half a cent, and on Saturday last the price was jumped up 1½ cents, making the figures 10 cents spot, 10¼ cents buyer July, showing an appreciation of 3 cents within the past month and fully 5 cents, or quite 100 per cent., since the controlling power took hold. Within the past day or two further advances have been threatened by the syndicate. For August delivery, sellers' option, however, the market is not quotable over 7½ cents, indicating a lack of faith in the more remote future. There are consumers who can defer purchasing until August or even September, and many of them probably will. The present advanced rates are likely to attract large shipments this way by steamer, and it is this which gives the market, sixty or ninety days hence, an uncertain tone. In former seasons, with stocks apparently as thoroughly concentrated as they now are, many holders who imagined themselves fully protected by the combination, came to grief by being steadily undersold; demonstrating clearly that some large holders did not, as they asserted, adhere strictly to card rates. Some of the same sort of business has cropped out this season, and there might have been as much as in former years if the inducements had been

as great, on account of weather and other causes, to sell at less than the fixed rates. The recent sharp advances afford a splendid opportunity for those carrying low-priced stock to cut under quotations, and with the experience of the past it appears altogether probable that cutting of rates will continue to be followed, as in the past, when appearing to the operator at all advantageous. With new and old bags it will not be difficult to trace over 50,000,000 available for wheat and barley, not counting on late arrivals by steamer, or the possibility of unexpected receipts by sail. Those who purchase now to hold, or those who sell out at the close of the "deal," are not likely to pocket large profits.—*San Francisco Grocer.*

ELEVATING AND STORAGE RATES AT BUFFALO.

The following shows the current rates as published by the Western Elevating Company, during the days specified in 1885:

Jan. 1 to May 11.—On the 10th day of November, 1884, the following card was issued: "Elevating, including five days' storage, seven-eighths of one cent per bushel. Storage, each succeeding ten days or parts thereof, one-quarter of one cent per bushel. The vessel pays, in addition to the above, one-eighth cent per bushel. On all grain in store at that date or after the charge for winter storage will be one-quarter of one cent per bushel for each ten days or parts thereof until such charge (accumulated after Nov. 10, 1884) shall amount to two cents per bushel; then the grain shall be free of storage until five days after the opening of canal navigation in 1885."

April 30 to Nov. 9.—Elevating, including five days' storage, three-quarters of one cent per bushel; storage each succeeding ten days or parts thereof, one-quarter of one cent per bushel; the vessel pays, in addition to the above, one-eighth of one cent per bushel.

[From June 1 to Oct. 1 a special rate of storage was given as follows: For each thirty days or parts thereof, three-eighths of one cent per bushel.]

Nov. 10 to close of navigation.—Elevating, including five days' storage, three-quarters of one cent per bushel; storage each succeeding ten days or parts thereof, one-quarter of one cent per bushel; the vessel pays in addition to the above one-eighth of one cent per bushel. On all grain in store Nov. 10 or after, the charge for winter storage will be one-quarter of one cent per bushel for each ten days or parts thereof until such charge (accumulated after Nov. 10, 1885) shall amount to two cents per bushel; then the grain shall be free of storage until five days after the opening of canal navigation in 1886.

The amount of grain handled by the Western Elevating Company was 51,717,551 bushels in 1885, against 57,123,691 bushels in 1884; 64,436,804 bushels in 1883, 50,934,922 bushels in 1882, about 50,000,000 bushels in 1881, and 99,000,000 bushels in 1880. A decrease in 1885 under 1884 of 5,406,130 bushels.

MICHIGAN CROP REPORT, JUNE 1, 1886.

For this report returns have been received from 881 correspondents, representing 679 townships. Five hundred and ninety-seven of these returns are from 409 townships in the southern four tiers of counties.

Compared with vitality and growth of average years, wheat in the southern four tiers of counties is 84 per cent., indicating a yield of 14¼ bushels per acre, and in the northern counties the condition is 92 per cent., indicating a yield of 13 4-5 bushels per acre. The yield per acre as estimated in bushels by correspondents is 14 bushels for each section, or, approximately, 70 per cent. of the yield in 1885.

Damage by Hessian fly is reported by four correspondents in Berrien county, eleven in Branch, eight in Calhoun, two in Cass, one in Genesee, seven in Hillsdale, three in Jackson, four in Kalamazoo, twelve in Lenawee, one in Macomb, one in Oakland, twelve in St. Joseph, one in Van Buren and two in Washtenaw, or by sixty-nine correspondents in all. In their remarks correspondents almost without exception represent wheat as "thin on the ground." Fifty-eight correspondents in the southern four tiers of counties report the condition of wheat "good," 212 "bad," and 196 "average." One correspondent in Lenawee reports "hundreds of acres that will not be worth harvesting."

Reports have been received of the quantity of wheat marketed by farmers during the month of May at 267 elevators and mills. Of these 227 are in the southern four tiers of counties, which is 43 per cent. of the whole number of elevators and mills in these counties. The total number of bushels reported marketed is 701,207, of which 221,276 bushels were marketed in the first or southern tier of counties; 212,329 bushels in the second tier; 84,237 bushels in the third tier; 139,897 bushels in the fourth tier; and 43,468 bushels in the counties north of the southern four tiers. At thirty-eight elevators and mills, or 15 per cent. of the whole number from which reports have been received, there was no wheat marketed during the month.

The total number of bushels of wheat reported marketed in the ten months, August-May, is 13,550,434, or about 44 per cent. of the crop of 1885. The number of bushels reported marketed in the same months of 1884 and 1885 was 8,017,784, or 32 per cent. of the crop of 1884. For these months in 1884-5 reports were received

from about 37 per cent., and in 1885-6 from about 48 per cent. of the elevators and mills in the southern four tiers of counties.

In the southern four tiers of counties 12 per cent., and in the northern counties seven per cent.—about 3,500,000 bushels—of the 1885 wheat crop is yet in farmers' hands.

The area planted to corn is 2 per cent. less than in 1885. Five per cent. of the corn planted failed to grow. The area seeded to oats is 2 per cent. more, and the area seeded to barley 5 per cent. less than in 1885. In condition oats and barley are each 97 per cent., meadows and pastures 95 per cent., and clover sown this year 96 per cent., comparison being with average years.

A CURIOUS COINCIDENCE.

The other day, while a Michigan Central train was waiting at St. Thomas, a young man of 25 was observed to be closely regarding a solid-looking old gent of 50, who had come through from Chicago. Finally the young man stepped up and inquired:

"Isn't this Mr. B——, of Chicago?"

"Yes, sir."

"I am Mr. J——, formerly of the same place, but now of Toronto. Do you remember me? I was a clerk in your pork-house. I aspired to the hand of your daughter. You drove me hence because I had no ducats."

"O, yes, it seems as if I do recall something of the sort."

"Well, sir, I want you to understand that you made a mistake. I am now worth \$18,000, and could give your daughter every luxury."

"Eighteen thousand dollars, eh? That's quite a sum."

"Yes, sir, and I'm the man you drove hence."

"Eighteen thousand dollars," mused the old gent. "What a curious coincidence! That's exactly the sum my daughter's husband gave her the other day to buy summer pug dogs with. I must jot this coincidence down."

Somebody held the young man up until the weakness left his knees a little, and then he went hence some more.—*Detroit Free Press.*

VICISSITUDES OF THE BOARD OF TRADE MAN.

The ups and downs of Board of Trade life were fittingly illustrated at the Union League Club ball Thursday evening. A swell young speculator was observed making himself particularly agreeable to the young lady at his side.

His dress suit was of the latest "agony," evidently purchased after a successful "deal." Two diamond studs glistened in his shirt-front, perhaps secured after the same lucky transaction, but he had failed to make due provision for his pedal extremities. True, he wears patent leather gaiters with silk tops, but he seemed to be painfully conscious that the tops were badly frayed and worn. When he sat down he hid his feet as well as he could under his chair; and, O, woful sight! once during the evening he secluded himself in an obscure corner, pulled out a small pair of scissors, and carefully clipped the ragged edges from his shoe tops. Did he ride home from the ball? O, dear, yes—in a cable car. Verily the life of a speculator has its vicissitudes.

A PHASE OF MODERN SPECULATION.

There has been another illustration the past week, and a forcible one to some of the interested parties, that speculating in grain on margins, through Call Board regulations, is about as deceptive in its allurements as games of chance not recognized by the law. Judgment counts for little in either case, even the vagaries of chance being lacking in many instances, the odds being decidedly against all participants except the few who control the game. A week ago Call Board wheat was never more depressed in this market. It had been battered down rapidly for several days, until buyers' options were really lower than the spot market, contracts being dealt out liberally and apparently indiscriminately by the controlling power to accomplish this end. The very air surrounding the wheat exchange appeared impregnated with weakness. Many small operators caught the "bear" fever, and like betters at a horse race were guided by the movements of known leaders, thinking thus to make sure of investing their money on the winning side. As the sequel generally shows, their reckoning was at fault. The "longs" who became scared and closed out, pocketing heavy losses, were equally surprised with the "shorts" to learn on Saturday, just two days after the greatest depression, that 5,000 tons of wheat had been called in on contracts, followed by a call for another 5,000 tons on Monday, and other calls since then, being altogether for one-half or more of all the wheat remaining in Port Costa and San Francisco warehouses. Not all this grain in store is available, however, for delivery on contracts, only 100-ton lots which will pass inspection as No. 1 being serviceable. Nor is all of the latter obtainable, as some is controlled by those manipulating the deal, or held at figures which practically put it out of the market. The parties who called for this large quantity of wheat compared with the available supply, had been most prominent in the "bear" movement, unloading apparently immense quantities; but, as shown by

subsequent developments, were evidently preparing for the deal. These calls for grain were not made on account of any more urgent need for wheat than had existed for months, nor were they made with the expectation of having all or any great portion of the contracts settled by actual deliveries. It proved to be an opportune time to squeeze the "shorts," and the squeezing was done. Values on these particular contracts bounded upward much more rapidly than they had declined, touching \$1.37 on Saturday last, as against \$1.32 on the previous Thursday. In the meantime there was no change in the actual condition of the market here or abroad to warrant either the decline or advance. The "shorts," it is stated, were given a chance to settle at \$1.36½, instead of making deliveries, which figure, all things considered, was more lenient than has been generally accorded heretofore under similar circumstances. The cornering could have been just as well enacted by a further "bear" movement, provided the outside operators or general public had been mainly on the "long" side. This method of dealing in grain is unworthy being dignified by the name of speculation. As a matter of fact, it makes little difference whether the mass of outside operators are "bulls" or "bears," as they are pretty sure to be worsted in either position; but many of them fail to discover this before they are financially wrecked.—*San Francisco Grocer and Country Merchant.*

RUSSIA'S GRAIN TRADE.

The *Manchester Guardian* says: The importance of the position of Russia in the international corn trade tends to diminish, in consequence of the competition of the United States and India, especially in this country. Russia's grain exports to Germany, as a whole, also declined considerably last year compared with 1884, though the Russian wheat exports to Germany were about the same as in 1884. The German corn duties partly explain the diminution, and the failure of the Russian oat harvest also partly accounts for it. It is argued by a Hungarian paper that with the increasing competition of the United States and India, and the prospect of supplies of wheat, superior even to Russia, from Australia, the Russian foreign grain trade is really doomed to extinction. Still more likely is this to be the case as Russia endeavors to shut out foreign trade by increasing import duties.

STORAGE CHARGES.

The decline in the price of wheat to that of a week ago would indicate that there was no real cause for the sudden advance. The promising condition of the present growing crop, which is now being harvested in some portions of the country, lower cables, and the large quantity on passage to foreign ports, all served to bring the price down to where it was before the recent advance. But aside from this the principal depressing cause was the extortionate charges which those having charge of our elevators continue to levy. It is the opinion of many that, at the present price at which wheat is selling, it would pay a handsome return if purchased, provided it could be stored at a reasonable cost. Many of our large capitalists have an abundance of money lying idle which they would gladly invest at 5 per cent. per annum or its equivalent. These would make large purchases of wheat at present low prices provided they could be assured that the profits on it, if not its entire value, would not be eaten up in charges in one or two years. An elevator receipt for wheat was offered a few days since on the floor of the exchange which called for charges on the grain, of nearly two-thirds of its selling value that day! So long as the elevator men continue to play their game with loaded dice capitalists and all others will steer clear of "the market," no matter how temptingly low the price may appear. In view of all that has been said by the public press (and no attempt has been made to gainsay or controvert any of the charges that have been made) it seems strange that the officials of our Board of Trade, who certainly have as much interest in this matter as any one possibly can have, have not made some special movement similar to that proposed in Milwaukee, looking to the reform of such a glaring abuse as the one we are now suffering from. Unless something is done looking to the correction of this great evil very soon the public will begin to suspect, and justly, too, that there is a disposition on the part of the members of the Board of Trade to countenance, if not encourage, so great an act of injustice. We can hardly believe this to be the case, and we earnestly suggest to President Wright and his able co-workers the urgent necessity of some action which, if it does not result in remedy, will at least place him and the other officials representing the Board of Trade in the right light with the public. With our grain trade gradually drifting away from us, it is certainly no time for inaction, and what should be done first of all is to place the responsibility of this evil where it justly belongs, and if no corrective measures are introduced the only hope left will be in the action of the next Legislature, and what that will be no one can possibly doubt.—*Chicago Inter-Ocean.*

During the first four months of the year the receipts of Russian grain at the port of Koenigsberg, Germany, have been exceedingly small, aggregating only 20,168 tons, against 85,513 tons for the same time last year. In April the falling off was particularly marked, the receipts amounting to 4,329 tons, against 23,059 tons last year.

RATES ON GRAIN STORAGE.

It is understood that a secret meeting was held a couple of days ago between prominent grain receivers and representative elevator men in this city, the subject of the conference being the difficulty of retaining the grain trade of Chicago. The warehousemen practically acknowledged their belief that something must be done and expressed a willingness to consider the matter among themselves, though some seemed to think they ought first to obtain guarantees from the receivers to the effect that concessions in the matter of rates for handling would be followed by a corresponding increase in the volume of their business. It scarcely needs to be said that no such guarantees can be given, as the receivers could not possibly bind their country shippers to observe any agreement that might be made here. If they could do so there would not have been any need for such a conference as was held the day before yesterday. It is the slackening of their hold upon the men who sell grain from the farm that has induced the asking of concessions from those exacting for transportation and storage most of the selling value of the grain. How much of it they have exacted may perhaps be inferred from the cases cited in these columns yesterday, and the remark since made by a prominent receiver that this spring he has sold fully fifty thousand bushels of corn which netted to the country shipper not more than five cents per bushel.

It is evident that the warehousemen will be obliged to make substantial concessions ere long or give up altogether. A few figures will suffice to show how rapidly they are losing their control of the business. Up to the year 1874 they had handled substantially all the grain that came to the city, and we may remark incidentally that it was their iron grip which placed our millers at such a disadvantage that the several flour mills destroyed in the great fire were not rebuilt. Twelve years ago the absolute necessity of reducing the actual charges on grain was felt so strongly that the method of transferring on track became a fixed fact. In the next two years it had gained so much headway as to keep out of the elevators 13 per cent. of all the grain that arrived here. In 1880 the quantity kept out of store had increased to 20 per cent., and in the twelve months ending with last October the elevators handled only 43 per cent. of the arrivals by rail. They took into store only 90,404 out of the 212,270 car loads received here. The reason for this avoidance may be understood from the statement that the transfer can be effected for just about one-quarter as much as it costs to have it done through the regular warehouse. Here are the figures on a car load of 600 bushels of corn: First storage at one and a quarter cents, \$7.50; switching, \$2; trimming into the car, 50 cents; average shortage or loss by "overplus," about three and a quarter bushels, \$1; total, \$11. By the new method the transfer costs 70 cents in addition to the switching charge of \$2. Total, \$2.70. The inspection fee is the same in both cases, except that when the transfer is made directly the work is only performed once, while the grain must be inspected both on going into store and on leaving it, unless it be placed in a special bin. It is no wonder that under such conditions as much of the property is kept out of the warehouses as can be disposed of to rail shippers or to city teams. The now considerably less than half of the total volume of arrivals is that grain which lies here to be speculated with and that which is bought for shipment by lake, as vessels can be loaded much more expeditiously from the "spout" than from the car.

The warehousemen are said to be considering the advisability of reducing their charge for the term of first storage to half a cent per bushel. Self-interest should dictate to them the necessity of making the concession without delay. That sum is all that is charged at most if not all of the other grain-handling points from Milwaukee to New York.

The proposed reduction of charges would not only benefit the owners of the grain, including those who raise it on the farm, and tend to rebuild up a trade which the smaller charges at other points are now attracting away from this city, but it would also be an inestimable boon to the great mass of men engaged in the business here by lessening favoritism, if it did not entirely destroy it. At present the little fishes fare badly in competition with a few big ones who are able to obtain rebates on exorbitant charges for services rendered. It would probably be found to bring so much more business to the elevators as to compensate, at least in part, for the concession, but it is not for the receivers or others to guarantee this. The change should be made as a matter of business enterprise if not of exact justice. The warehouseman ought to act in just the same way that the merchant does when he finds his business leaving him because he has charged too much in competition with others. It is simply a question between marking down prices and hoping for increased patronage to result from it, or a keeping up of old rules and prices till forced to the wall by an utter desertion of them and their houses by the business public.—*Chicago Tribune.*

At Osceola, Neb., a waterspout caused the destruction of Blower, Hotchkiss & Son's mill and elevator.

At Aurora, Ill., work has commenced on the new brewery of J. P. Dostal. It will be of brick, 60x154 feet, and four stories high. The cost will be about \$75,000.

An elaborate table, just compiled for *Lloyd's Register* shows that last year there were built in the nations of the world 692 vessels of over 100 tons each, and 332 of these ships were built in the United Kingdom and 68 in the colonies.

Press Comment.

AN OLD PROJECT REVIVED.

A very few years ago a project was started and discussed at considerable length for building an air line double track railway from Omaha to New York to be used exclusively for the transportation of grain from the West to the East, bringing back on return trips, of course, any suitable freight that might offer. In the discussion that was had upon this project it was stated that such a road could be built by using actual cash at such a cost as would enable the company to transport wheat from Omaha to New York at a rate of six cents per bushel, and it has now become evident that we must have some just such reform as this in our railway system before we shall see anything like a healthy trade carried on between the interior of the country and our chief cities.—*Drovers' Journal*.

THE DECADENCE OF GRAIN.

Both Chicago and Milwaukee are bewailing the decadence of the grain trade that has made them great. The loss is more notable in wheat than in other cereals, although the receipts of corn have also greatly declined. Both cities are attributing the decrease to what they call excessive elevator charges, which in the course of a year amount to 30 per cent. of the present value of wheat and more than 60 per cent. of the value of corn and oats. Elevator receipts have been shown in Chicago on which the charges exceeded the value of the grain. It is argued that such excessive rates are strangling the grain trade of the city and forcing shipments by way of competing routes. Another reason for the decrease is probably the fact that there is not as much grain shipped as in former years. Certainly not much is shipped from the West to the East, as stock raising is fast changing the form in which corn is transported to other markets.—*Racine Journal*.

THE WHEAT MARKET.

The visible supply of wheat last Saturday in the United States and Canada was, according to the Chicago Board of Trade, 33,465,539 bushels, a decrease of 1,433,128 bushels in a week. The supply of corn was 8,861,586 bushels, or 793,651 bushels increase in a week. In the week ending May 29 there was a disappearance of nearly 3,000,000 bushels of wheat, encouraged by the drop in prices. The advance last week encouraged larger shipments from farmers and a smaller movement in other directions. If it is necessary that the farmer shall sell his wheat for about 60 cents in order to move it, and the coming large crop gives no promise of better prices, it is hard to understand why he should persist in raising a profitless cereal. Dollar wheat is a thing of the past. Although stocks in the principal countries, and especially in the United Kingdom and France, will be running very short before harvest time, it is not at all clear, now that the middle of June is close at hand, that the decided advance in foreign markets looked for by some will take place. There was an improving demand in Liverpool last week, but not enough to warrant the stiffer prices maintained on this side. Shipments from India recently have helped to depress the English market, although a large portion of them go directly to the continent, which continues to buy quite freely. There is on the whole more probability of an improvement than a decline in the foreign demand.—*Baltimore Journal of Commerce*.

LOW PRICES FOR GRAIN.

The price of wheat in this market for June delivery declined yesterday to a shade above 74 cents, the cash price being nominally about half a cent less. This is a very low figure, but it is really high as compared with the average price realized on the wheat sent to this city for a market. The statement that 74 cents pays a fair profit to the farmer is a very misleading one. The list posted yesterday, showing the inspection of grain into store during Monday, contains credit for but five cars of the speculative grade out of a total of forty-three of all kinds. And that exhibit is a more favorable one than the average of several weeks past. Not a few days have elapsed without the receipt here of a single carload that graded higher than No. 3, the selling price of which is not far from eight cents below that of No. 2. The average selling value of the whole of our receipts is certainly not more than 65 cents per bushel on the basis of yesterday's market for the speculative grade. Out of this must be deducted not far from 20 cents for the costs of transportation and handling before the money gets into the hands of the country buyer, who in his turn will take a profit out of it or else not buy from the farmer at all. An even more miserable showing for the producer is made in the case of corn in this city within the last few days.

It is no wonder that general business is so dull when the producer of the nation's food meets with such a poor remuneration for his toil. The prices paid him for his grain leave him absolutely nothing with which to patronize the merchant for any but the merest necessities, and of those he must buy as little as possible. It is almost self-evident that "business," in the mercantile sense of the word, can not show any marked improvement so long as this state of things continues. And when we say that the mercantile dullness is referred to by the bears as a reason for still lower prices in produce, we outline the

existence of a dilemma from which it is difficult to see a way of escape without impalement on both of its horns.

There is, however, room to inquire if the aforesaid bears have not already discounted the situation more than is warranted by the facts in the case. Our visible supply of wheat has decreased from 58,432,389 bushels at the beginning of the year to 37,814,315 bushels at the close of last week, being now 3,400,000 bushels less than a year ago, when the price of the speculative grade was 18 cents higher. The quantity in sight at present is really not a large one, especially as it includes large volumes that are on the way to consumers and stocks in store at points which were not noticed in the visible supply statement till within the last two years. And another important difference is found in the fact that a year ago the trade was menaced by the fear of a big aggregate of surplus in the hands of farmers from the monster crop of 1884, which is not the case to-day. The advices all point to the conclusion that the bins of the farmers are cleaned out much more closely than is usual at this date, and that there is really no reason to fear much of a pressure from reserves, while the freedom with which the Old World is taking our wheat at the current low prices proves that we are far from having lost our market on the other side of the Atlantic Ocean.—*Chicago Tribune*.

NO. 1 HERE AND ABROAD.

Some time ago State Grain Inspector Burdick met a young man from Dublin, related to a mill owner there, and showed him some samples of wheat. The young man said it did not reach Europe in the condition shown here, and Mr. Burdick wrote to the mill owner enclosing samples of Minnesota grades and asked for samples of wheat received. This morning a sample of alleged Duluth No. 1 hard arrived from Dublin. Brother Burdick's hair stood on end, and he swore that if it was not labeled he would grade it No. 3. It seems that the wheat is sent out of Duluth all right, but is mixed in New York, in which place are said to reside a lot of commission men who can beat the best Chicagoans at their own game of mixing. There were also received samples of No. 1 Bombay and No. 1 Australian grains. The Bombay is a large white berry, very soft and full of starch without gluten, and is afflicted with weevils. It is much worse than the American No. 3 grade, which is being sent to Dublin as Duluth No. 1 hard, the latter being quoted at 6 pence higher per 280 pounds than the Australian. The Australian berry is rather smaller than the Bombay, and would grade here as No. 1 white winter. The Duluth men are beginning to see that they are being done up in New York, and more and more grain is yearly being shipped direct to European ports, as the New Yorkers cannot resist the temptation to turn an honest penny by mixing inferior grain with standard grades. It speaks well, however, for Minnesota wheat when it will stand the mixing process and then reach Dublin in condition to take the lead over competitive grains both as to quality and price.—*St. Paul Dispatch*.

CHICAGO ELEVATOR CHARGES.

In only three other cities in the Union are the elevator charges as great as in Chicago. These are Baltimore, St. Louis, and Milwaukee. In all these it costs 15 cents per year storage on each bushel of grain, the same as it does in Chicago. In New York it costs only 9½ cents, in Buffalo 8 cents, in Detroit, Toledo, and Duluth 10 cents, and in Minneapolis 7 cents. From this it will be seen that the Chicago charges are 50 per cent. higher than those of Detroit, Toledo, and Duluth, nearly 53 per cent. higher than those of New York, and considerably more than double what they are in Minneapolis. But even this does not show the extortionate charges of the Chicago elevators as plainly as do the charges in detail. Compare, for instance, with New York. In that city the charges for the first ten days or part thereof are at the rate of ½ cent per bushel, in Chicago the charges for the first ten days or part thereof are at the rate of 1¼ cents per bushel. In New York for each additional ten days the charges are at the rate of ¼ cent per bushel; in Chicago the charges for each additional ten days are at the rate of ½ cent per bushel. It will be observed from this that the New York charges for the first twenty days' storage are at the rate of ½ cent per bushel, while in Chicago for the same time they are at the rate of 1¼ cents per bushel, making the Chicago charges for the first twenty days' storage 133⅓ per cent. higher than for the same time in New York. If there can be any good reason for this great difference we should like to see it presented. The Milwaukee committee could see no reason why the charges in Milwaukee should be higher than in other cities, and in concluding their report suggest the adoption of the scale of charges now in force in New York.

The question is, What will Chicago do? Do the very respectable people who own and control the elevators own and control the Board of Trade, or have the members of the Board of Trade become so entirely absorbed in speculation that they have lost interest in Chicago's grain trade? These are important questions, and they will be answered by the people as they may interpret the action of the members of the board. It is right that in a reform of this kind the people should look to the Board of Trade to lead off, as it is the representative commercial body of the city. If the members of that body sit idly by and permit the commerce of the city to be seriously damaged by the greed of a few men for big dividends they will fail of their duty to themselves and the public, and we trust such charge can never be justly made against them.

There is another view of this matter, and that is that these exorbitant charges are a direct tax upon the pro-

ducer and the consumer of grain. They swell the enormous sum that it costs to get the grain from the harvest field to the field of consumption. In this the entire community is interested. For years there has been great effort to diminish the charges for taking the grain from the producer to the consumer, and much has been accomplished. The transportation charges are less than half of what they were when the elevator charges were established, but the grip and greed of the elevator men have not been satisfied with a cent less. Money, which at that time was in demand at 8 and 10 per cent., now goes begging at 5 and 7 per cent., but the elevator men still draw their 25 and 30 and even 50 per cent. with consciences undisturbed, and with no anxiety except to keep the outside world from knowing anything about the profits of their business. They must be taught that theirs is a quasi-public business, and that every dollar that they draw over a fair and honest remuneration for their investment is money filched from the pockets of the people.—*Inter-Ocean*.

CHICAGO GRAIN ELEVATORS.

It is understood that the leases of two of our principal elevator systems, which have nominally an aggregate storage capacity of nearly 9,000,000 bushels, will expire within a few months from this date. It is also whispered around as exceedingly probable that they will not be renewed to the present lessees, and perhaps will not be released at all. Should the last-named supposition be correct it may involve a radical change in methods and management, under which the railroads will receive and handle the property in much the same way as they now do other descriptions of merchandise—delivering it without storage charge if removed by the consignee within a few hours after its arrival in the city.

There is really no good reason why this rule should ever have been departed from, except that furnished by an alleged desire to foster the speculative trade in grain. The cereals are more easily handled as freight than are flour or meats or the many other kinds of produce which are carried on about the same terms as grain, except in the very important matter of storage charges. The receiver of any of these has the right to take them away from the warehouses of the company without extra charge, provided he do so within a named time, which is never less than twenty-four hours. The railroads have recently been forced into a recognition of this right with regard to the cereals, so as to allow them to be unloaded from the cars on track if so desired by the receiver; but even this must be done at his own cost, or that of the party to whom he has sold the property. For very many years it was insisted on that every kernel arriving in this city must go into the elevator and pay a "first storage" charge, which used to be two cents per bushel, but has since been reduced to one and a quarter. And for a large part of that time it was impossible for him to insist on the identity of his grain being preserved. It had to go into a bin, in company with other grain of presumably the same grade, "will he, nil he"; and not seldom the property received when called for proved to be very much inferior to that which had been received for.

The changes from this policy necessitated by the march of improvement in other directions have been conceded most unwillingly by the warehousemen. And to their own loss. It would have been possible not very many years ago to make an arrangement with the grain receivers by which the latter could have their property transferred through the elevators at an expense of about half a cent per bushel. Had they yielded the point then their business would probably have remained otherwise intact till much nearer the close of the present century. Their attitude induced the trade to adopt other methods of handling, with the result that during last year very much less than half the grain which arrived in the city went into store at all. A large proportion of that which did go into store staid there, to be handled at the will of the speculators, and the prospect of getting more after that has been moved out is so slender that some of the proprietors of the houses are paying out money to induce the grain to stay with them. It is currently reported that they are remitting three-eighths of a cent per month on condition that the parties carrying it shall keep it there, and it is well known that the arrangement is already a stumbling block in the way of an export business. More than one case has been reported this week in which orders were received from across the Atlantic for cargoes of wheat of the same kind as parcels received previously. Those orders were understood by the merchants here to mean that the grain should be served from the same elevator as in the former case. But applications for the wheat at the current market price have been met by a refusal, the stated reason being that the party carrying it did not wish to release it from store.

There is room for a reform from these methods of doing business, or rather of hampering it, and it is highly desirable that they should not be long delayed, even though it involve a radical change in the personnel of the managers. They have acted the part of obstructionists too long already, and should now be required to make way for the car of progress, which will carry a still larger part of the grain trade of the West around us, never to be regained, if the policy of the past is insisted on much longer.—*Chicago Tribune*.

The grain shipments from the elevator at Loda, Ill. says the *Loda Register*, have averaged 100,000 bushels per year for the past nine years.

THE LAW.

Sale—Delivery.

Delivery of goods marked with the name of the party to whom they are delivered may create a strong inference of sale to the person receiving them, but the act may be susceptible of explanation consistently with the ownership of the party delivering.—*Page vs. Smith, Oregon Supreme Court.*

Sale—Stoppage in Transitu.

The vendor's right of stoppage *in transitu* continues, not only while the goods are being carried to the point of destination, but also until they have actually reached the possession of the buyer; and when the goods are removed by the railroad company, and placed in its warehouse in its capacity as carrier, to await payment of the freight charges and a delivery to the vendee, the implication of the law is that the goods are still in transit, and subject to the vendor's right of stoppage.—*Symms vs. Schotten, Kansas Supreme Court.*

Broker—Right to Commissions.

In the recent case of *Duclos vs. Cunningham*, the New York Court of Appeals reaffirmed the rule that where a broker employed to effect a sale has found a purchaser willing to take the property upon the terms named, and of sufficient responsibility, he has performed his contract, and is entitled to the commissions agreed upon. The court further ruled that in such a case where the principal, upon being notified by his broker of a sale, absolutely refuses to perform at the price named, he will be deemed to have waived any objection to the notice on the ground that it did not contain the name of the purchaser.

A Pork Deal.

Judge Phillips decided in the Cook County Court, the other day, the case of *Jeremiah Davis, of Rockford, against Melmine, Bodman & Co.*, a grain and commission firm on the Chicago Board of Trade. Davis had some deals in pork in 1884, and on one of his deals he lost \$87. He had given the defendant \$500 in cash and a note for \$650 to cover his margins. When they closed out his deal in May, 1884, they rendered a bill for \$1,150 and applied the cash and note on account. The note was afterward assigned to the Bank of Montreal, which was temporarily enjoined from disposing of it. The evidence showed that Davis was only indebted to the commission firm in the \$87 lost, and the court ordered that the \$650 note be canceled and all of the \$500 paid back except the \$87 actually due.

Warehouse Property.

By the charter of the Illinois Central Railroad Company, its property, acquired in the prosecution of its business in constructing and operating the lines of railway described in its charter, is exempt from taxation. Held, that as the company has no more authority to enter into the business of general warehousing than it has to enter upon that of merchandising, property devoted to warehousing generally, not being within the contemplation of its charter, can not be within the exemption. Neither does a railway charter exempting "all such real estate and other property as may be necessary for the construction of its railway stations and other accommodations" include a grain elevator.—*Illinois Central Railroad Company vs. People, and, People vs. Illinois Central Railroad Company, Illinois Supreme Court.*

Two Decisions.

The court of appeals at Montreal recently decided short sales of grain to be illegal. McDougal sold for Demers, on a 10 per cent. margin, 40,000 bushels of corn. Corn went up, and McDougal called for more margin, which he didn't get. He then bought in the corn, and sued Demers for the deficiency. Demers pleaded that the whole thing was a gamble, and the court of appeals sustains this view, Justices Ramsay and Monk dissenting, and "maintaining that there was nothing in the case to show that the transaction was illegal; that there might be a lawful contract of sale, although the vendor did not possess the article sold nor the purchaser have the price at which it was bought."

Another case exactly similar was heard on April 30 in the Court of Review at Montreal. Denton & Co., of Chicago, sold 1,000 barrels of pork for Arpin, of St. Johns, on a telegram which said regular margin had been forwarded by mail. The margin was not sent, and Denton & Co., after buying to cover at a loss of \$1,062, sued Arpin, who pleaded irresponsibility on the ground that it was a gamble. The lower court held Arpin, and the Court of Review sustained the judgment, saying that Arpin could not dodge the consequences of his own act in that way.

The Court of Appeals, which had previously decided by a majority decision the other way, is a long way behind the times in the matter of short sales. The latest decision in this state was that short sales of stock or

anything else are just as legitimate as long sales, and it is the proper one. When courts undertake to say that every man must have in actual possession that which he sells, they go too far. A large proportion of what is commonly considered as legitimate business is based upon the principle of short sales. Every contractor who builds a railroad, puts up a building, or does any kind of contract work, sells both materials and labor short and takes his chances of their being higher or lower when his contract is actually performed.—*Wall Street News.*

ITEMS FROM ABROAD.

The winter wheat crop in Southern Russia is said to be a failure.

The Australasian wheat crops, according to latest advices, will not exceed 23,000,000 bushels.

Russia last year had an area sown to wheat of nearly 31,000,000 acres; the yield was scarcely eight bushels per acre.

The last wheat crop of India, grown on an area reduced about 1½ million acres, is estimated at 265,000,000 bushels.

The average yield of wheat in the principal wheat growing countries of Europe for the past five years was 19 bushels per acre.

It is proposed in Austria-Hungary to impose an import duty of from 0.50 to 1.50 florins on wheat and from 0.25 to 0.50 florins on corn, barley, and oats.

New Zealand's crop this year will be about 5,500,000 bushels, with an exportable surplus of less than 2,000,000 bushels, against 3,800,000 bushels last year.

The New South Wales Government, in order to make up their financial deficit, propose to tax butter, lard, barley and oatmeal. This will effect producers in other colonies.

During the past twelve months France imported of wheat and flour the equivalent of but 11,396,000 bushels of wheat, as compared with 32,720,000 bushels in the same time the previous year.

The competition of Persian wheat in the Russian markets is increasing. Shipments of Persian wheat have of late arrived in Warsaw, Polonia, which was of an excellent quality, but sold as low as the home grown product.

Franz Berger, a grain commission man of Vienna, Austria, who fled the city after having defrauded several Swiss and Bavarian grain firms, was recently found dead on the banks of the Danube near Goed, with two stab wounds in his heart.

For the supply of the coming year the crops of Australia, India and South America already harvested are probably about 32,000,000 bushels less than those last year, while those of the United States promise fully 100,000,000 bushels more than the harvest of 1885.

The wheat crop of Russia in 1885 was 220,800,000 bushels, against 294,890,000 in 1884. Russia's exports of wheat for nine months ending Oct. 1, 1885, were 66,918,000 bushels, against 68,220,000 bushels for twelve months in 1884. The exports of flour from Russia in 1884 were 910,000 hundred weight, against 793,000 hundred weight in 1883.

The average wheat production of Europe from 1874 to 1881 was 1,144,000,000 bushels; the consumption for food and seed was 1,312,000,000 bushels, leaving a deficiency of 168,000,000 bushels. The yield for the last five years has been larger than for eight years preceding, being last year 1,218,000,000 bushels, an increase over the above average yield of 74,000,000 bushels.

One of the great difficulties which French and English wheat growers are trying to overcome is the lack of sufficient stiffness in the straw of good wheat. The varieties with stiff straw usually yield an inferior grain, while the best grain grows on stalks which are beaten down to the earth by an ordinary storm. The problem is now receiving much attention from scientific agriculturists in France.

A Valparaiso letter to the *Panama Telegram* says: The present wheat harvest is the largest which has ever been known in Chili. In spite of the number of vessels loading wheat at Talcahuano and other Southern ports, the bodegas are full, and the bodegueros have instructed their constituents in the interior to suspend in the meantime all further supplies. So if you happen to possess a Jacob in Panama who is short of corn he had better start on his sons with their asses to purchase the article in this fruitful modern Egypt of the west coast.

The *Mark Lane Express*, in its weekly review of the British grain trade, says: "Grateful showers have helped vegetation. All crops are remarkably backward and a late harvest is inevitable. Wheat is weakening. Flour is dull and cheaper. The trade in foreign wheat is of the merest retail character. Foreign wheat is lower; American spot flour is cheaper. There were eight arrivals and two sales. Five cargoes were withdrawn and one (California) remained. Trade forward is lifeless. New crop California wheat is offered at 34s. with no takers. There will be no market Monday."

MARINE.

This season's exports of grain via the St. Lawrence River up to May 15 were 381,000 bushels, against 164,000 bushels for the corresponding period last year.

Twenty-four cargoes of wheat, aggregating 1,069,000 bushels, have been shipped by lake out of Milwaukee, Wis., during the last month. This is an enormous shipment as compared with any month for many years, and nearly equal to the aggregate charters from May to December of last year.

During the first four weeks after navigation opened the grain shipments of the Northwestern markets have exceeded their receipts by more than 10,000,000 bushels. The receipts have been 13,000,000 bushels, and the shipments about 23,000,000, which is a very rapid reduction of the stocks on hand.

This season's lake business shows an enormous increase over that of last year. Up to May 31 the receipts of flour at Buffalo were 660,000 barrels, and of grain 15,384,600 bushels, against 196,000 barrels of flour and 6,850,000 bushels of grain for the same period last year. The shipments by rail during May were 3,409,000 bushels of grain, and by canal, 7,798,300 bushels, against 4,697,200 bushels last year.

No sooner do wheat cargoes arrive at Buffalo from Duluth than complaints are made of unreasonably large shortage. The Onoka was reported short 178 bushels on her last cargo, the Columbia 95 bushels, and the Comrade 80 bushels. Other vessels are said to have fallen too far behind their bills of lading. For several years past shortages have been found on cargoes from that port, and so vessel owners think it about time that some means be devised to prevent their occurrence.—*Marine Record.*

Senator Edmunds has introduced, by request, a bill to incorporate the Maritime Canal Company, of Nicaragua, to construct and operate a ship canal via Lake Nicaragua and the river San Juan. The principal office of the company is to be in New York City, and its capital stock be not less than 500,000 nor more than 1,000,000 shares of one dollar each. The incorporators are Frederick Billings, Charles P. Daley, H. L. Hotchkiss, Francis A. Stant, Daniel Ammon, William L. Verry, Horace Davis, Edward F. Beale, James H. McMullen, and Shepherd Homans.

It is now six weeks since the first grain fleet sailed. During that period a greater quantity of grain has been carried down the lakes than was ever known before. The bulk of this went direct to the seaboard for immediate export. The result is that the seaboard ports have been fairly glutted to the extent that storage capacity and ocean tonnage has been overtaxed. Just as soon as storage room can be provided the movement of grain by lake will probably be resumed. In the meantime corn receipts at Chicago are steadily increasing, and so long as there is corn here there will be cargoes to ship.

The report of the custodian of the St. Mary's Falls Ship Canal, giving a statement of the traffic through that waterway for the month of May, shows that more registered tonnage passed through the canal during the thirty-one days of May than any other month in its history. There passed through the locks 606 steamers, 315 sail vessels, and twenty-eight rafts and unregistered craft, the whole representing 550,965 tons registered and 529,793 tons of weight. The registered tonnage exceeded that of any other month by 19,276 tons, while the freight tonnage was only 24,068 tons less than that of the largest known, and was twice as great as for May of last year, exceeding it by 275,000 tons. The registered tonnage was also much greater than May a year ago exceeding it by 279,533 tons. The average number of vessels per day passing through exceeded thirty, and the time consumed in making the lockages was 553 hours and twenty-five minutes out of the total of 744 hours in the month. This latter circumstance is peculiarly significant. It shows that the lockage system of the canal is fast becoming too small to accommodate the rapidly-increasing tonnage of the lakes. If the increase over corresponding months of last year continues relatively as large as in May serious difficulty may be apprehended in the matter of locking vessels through the canal.

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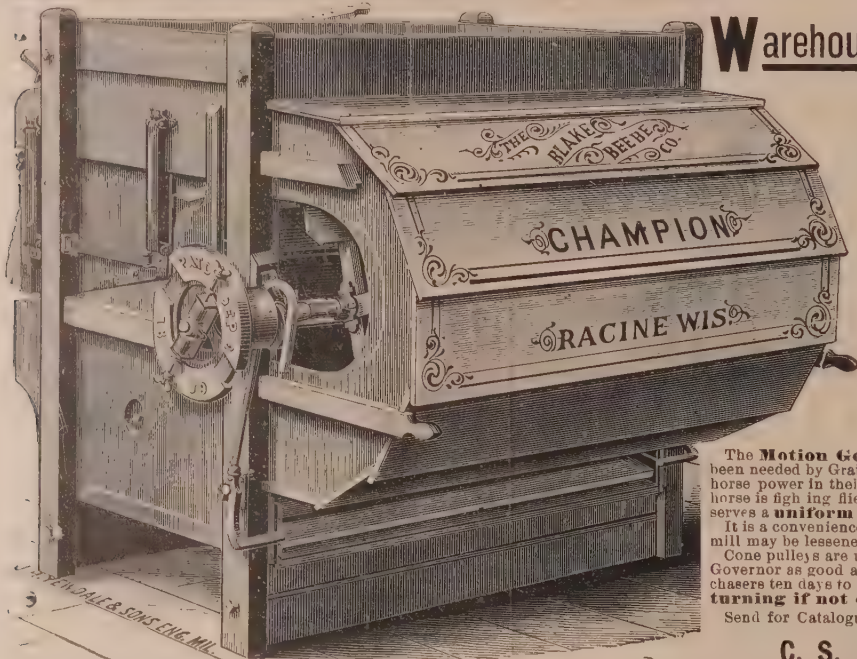
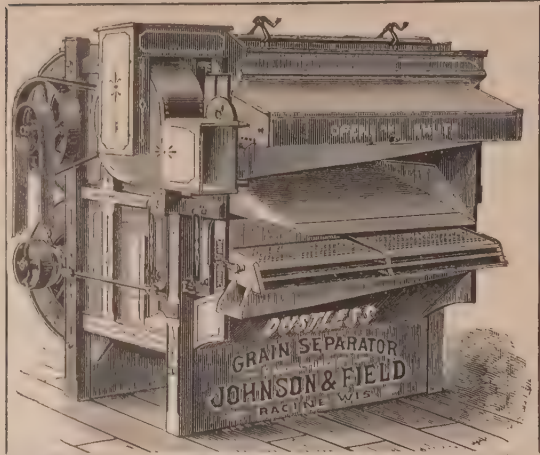
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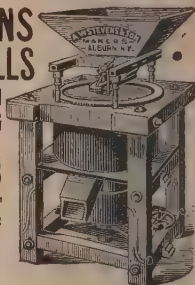
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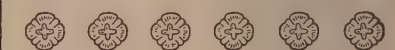


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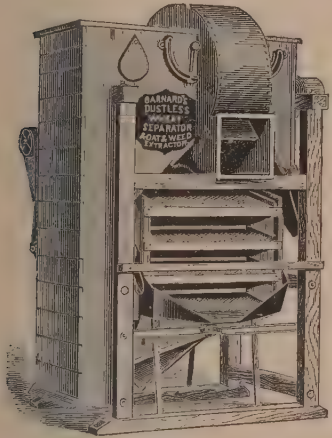
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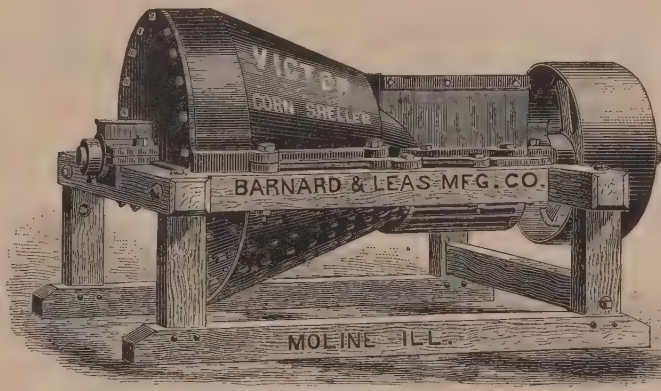
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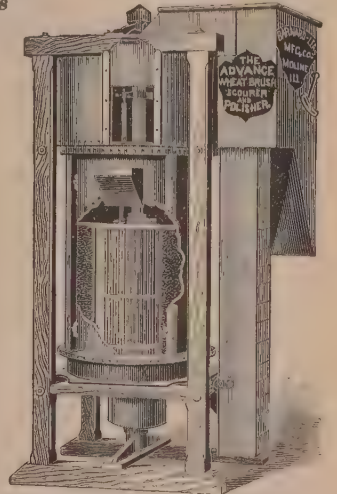
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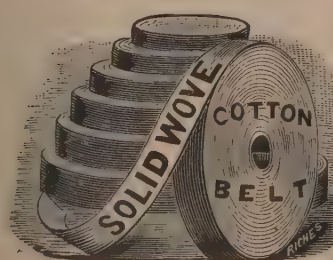
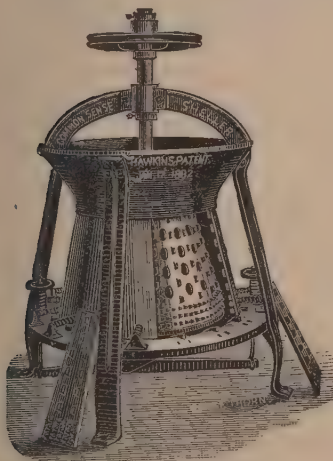
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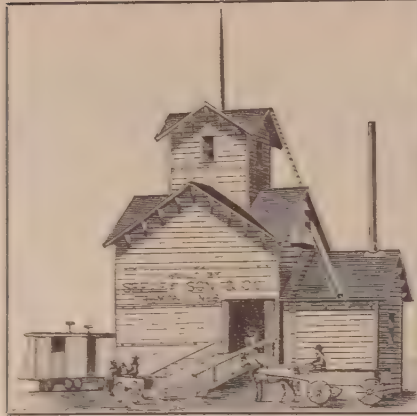
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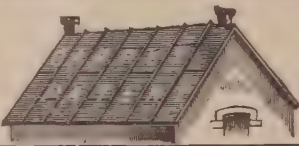
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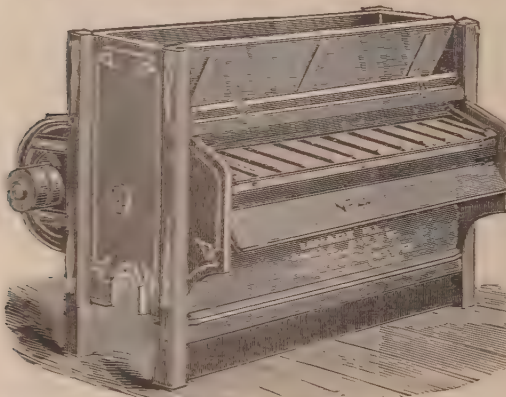
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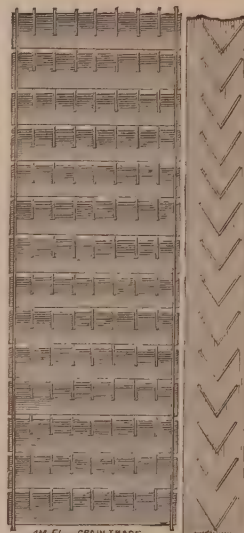
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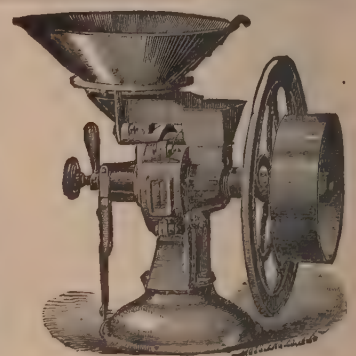
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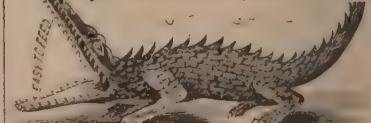
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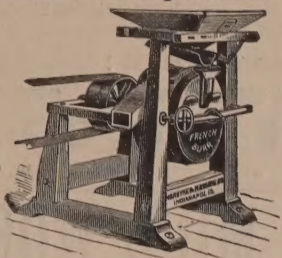
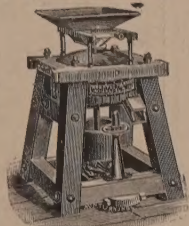
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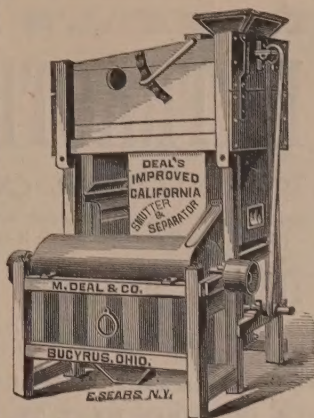
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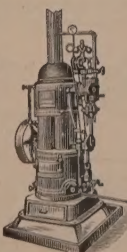
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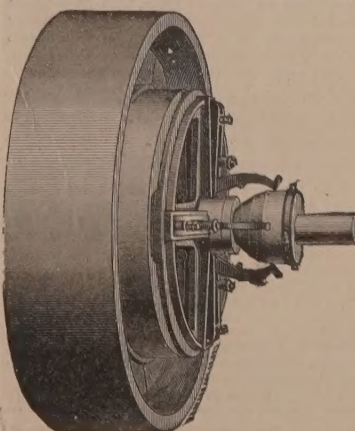
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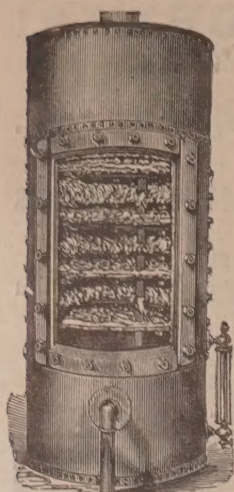
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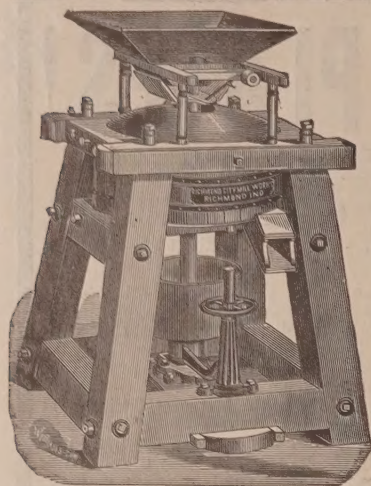
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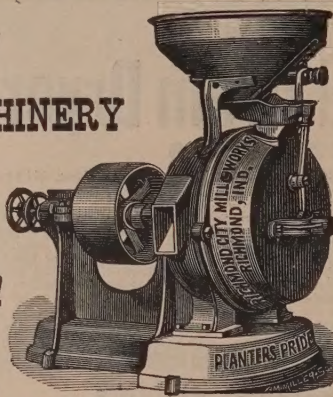
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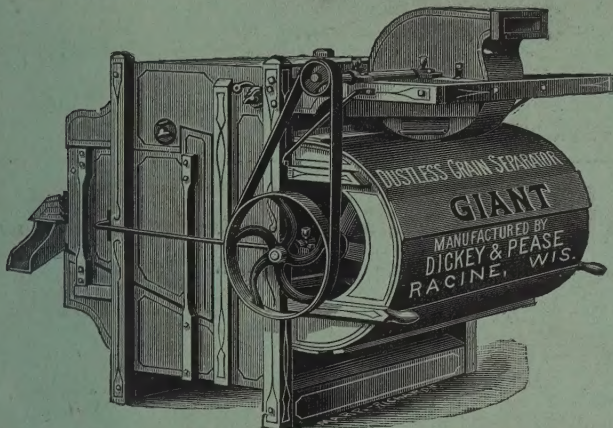


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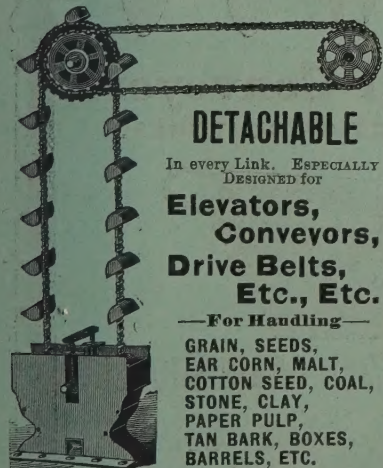
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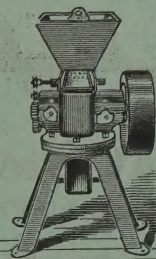
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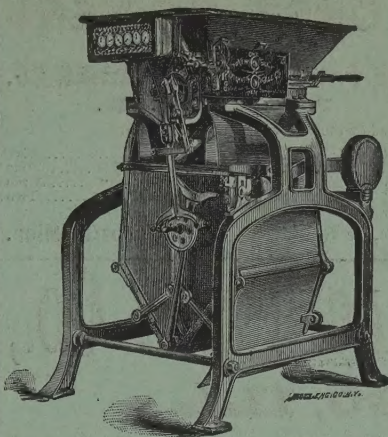
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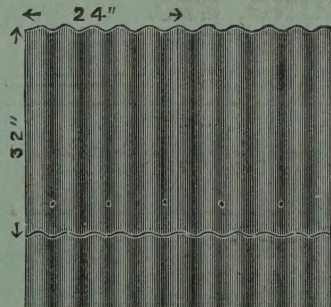
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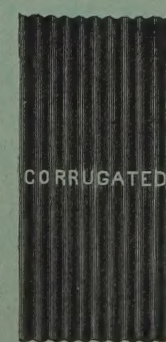
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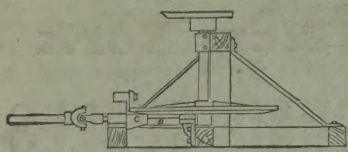
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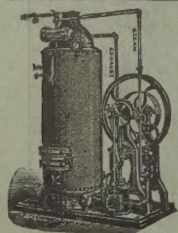
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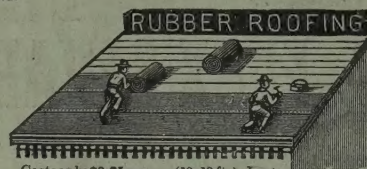
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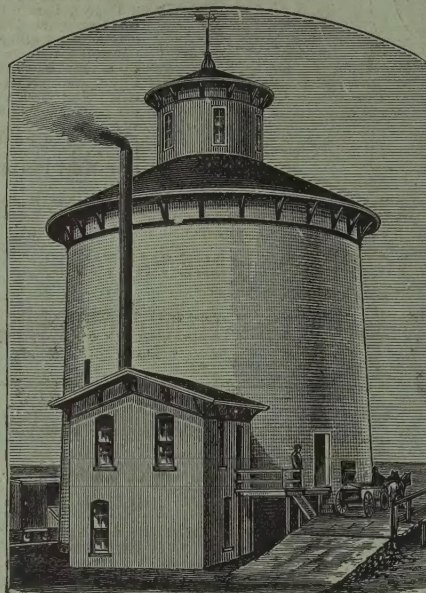


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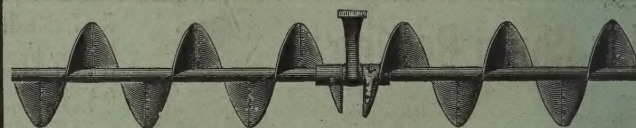
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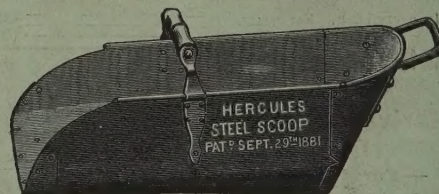
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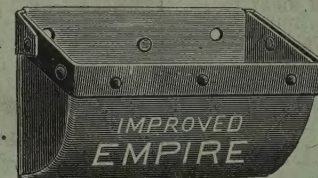
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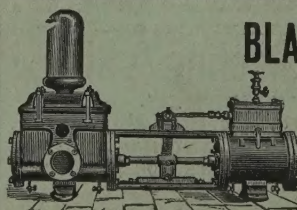
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